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"WHEN PEACE IS POSSIBLE."

SERMON BY THE REV. H. COPELEY MOYLE.

The Rev. H. Copley Moyle, M.A., Chaplain of St. John's Cathedral, preached the following sermon in the Cathedral on Sunday morning—

"If it be possible, as much as lieth in you, live peaceably with all men." Rom. xii. 18.

To live peaceably is the Christian ideal. To be at peace with God though Jesus Christ, and to be at peace with all men, is what the Christian desires. But St. Paul recognises the fact that there are times and circumstances when in order to maintain his peace with God the Christian must give up the thought of peace with some men, and so he inserts this very strong exceptional clause, "If it be possible, as much as lieth in you." Our Blessed Lord Himself told us that the result of His coming and His presence would not always be peace. "I think not that I am come to send peace but a sword." There are times when peace can only be bought at too great a price, when for instance you are expected to acquiesce in evil. Then peace is no longer possible with men if you would be at peace with God and your own conscience. Our Lord has given us an example. It was a glorious day for Him, the day that the Temple Courts were filled by the presence of money-changers and people who sold birds and animals for sacrifices, but the religious people amongst the Jews had come to acquiesce in the evil. No doubt it was a profitable source of revenue to the chief priests. Christ made a vigorous protest. He overthrew the tables of the money-changers and the seats of those who sold doves, and charged the merchants to take away their benches. And by so doing He roused the vindictive hatred of the chief priests. So to the Christian to-day there often comes the call to sacrifice his peace with men, and to denounce evil at the cost of making enemies. The Christian may be tempted to take the easy path of turning a blind eye to the evil which he knows to exist, in order that he may maintain peace with men, but in that case he will lose the peace of conscience and peace with God. The temptation may suggest itself, "Others have not denounced this evil, why should I? Would it not be presumptuous of me to take action where others have done nothing?" The Christian who wishes to bring all things under the rule of Christ must turn a deaf ear to such temptations, and must be prepared to meet them with fierce opposition. The spirit of the reformer is hostile to peace for the upholders of the old and corrupt order are sure to resent a change which seems to threaten their interests. So we must recognise the fact that St. Paul suggests that there are times when it is impossible to live peaceably with all men, if we would maintain a clear conscience and peace with God.

And if this fact is true of individuals, it is no less true of nations. There are times and circumstances when a nation cannot maintain peace with honour. Such a time we believe came to our country in August, 1914. Had we shrunk from war then and clung to an inglorious peace we should certainly have been compelled to fight later, when perhaps the enemy would have become too strong to overcome. It is perhaps the awful horrors and slaughter of the Great War that seems to have dented the hearts of the civilised world to the sufferings which have been inflicted by the Turks on the unhappy Christians who have fallen under their power. The Bulgarian atrocities of the last century aroused the Christian world to action, but the worse and greater horrors of the last year or so have seemed to pass almost unnoticed. The Archbishop of Canterbury, who has nobly striven to help the Christians in the Far East has written "I doubt whether it is adequately realised by most people how appalling are the scale and character of the sufferings now being endured by the many hundreds of thousands of refugees, who out of the horrors of war and fire and pestilence, find themselves in a condition of absolute destitution, complete homelessness and a large proportion of them in imminent danger. No contemporary catastrophe has attained such proportions." Another writer uses these words "Can anything in history equal the horror of the sack of the great Christian City, Smyrna? Of the pitiful stream of myriads upon myriads of refugees who, pouring into it from up-country, sought safety and found death! Of the onrush of Turkish hordes! Of the four days of pillage and massacre, and of the four days of torture, outrage, and cruel, deliberate, torturing outrage! Of the huge mass of packed humanity rocking in agony for three days, held there under the scorching, licking flames by the machine-guns of the Turkish troops." The same writer thus describes the martyrdom of the Archbishop "The Greek Metropolitan of Smyrna, Chrysostom, who like Polycarp before him, had preferred death to flight, hastened at once to the Turkish commander to plead for his people. Nured-Din mocked the alacrity, snatched his face, struck him with his own hand and handed him over to be used by the Moslem rabble as an example of 'the way of handling rebellious cattle.' His beard and hair having been plucked out by the roots, he was paraded through the streets, mishandled unmercifully, and finally crucified outside his own Cathedral. A repetition of these horrors in Constantinople itself was only prevented by the firm attitude taken by the late Prime Minister of England, who in this matter seems to have shown a splendid courage, which we must hope his successor will imitate. If the cruel fear of Turkey makes the British Empire stand inactive while Christians are tortured and done to death then indeed we may inscribe 'Lazarus' on the pages of our Empire's history."

(Continued at foot of next column.)

THE COLONY OF MACAO.

REFUTATION OF INSIDIOUS SUGGESTIONS.

With reference to the statements contained in the *Manila Times* relating to the harbour improvement scheme at Macao, and to the alleged bidding of Germany for the Colony with a view to making it a rival of Hongkong, on which some comments were made by us in a leading article on the 20th inst., Senhor Oliveira de Albuquerque e Castro, the Portuguese Consul-General in Hongkong informs us that he has received a telegram from the Government of Macao repudiating absolutely, in its own name and in the name of the Government of Portugal, the insidious suggestions in the *Manila Times*.

The telegram from the Government of Macao refers to the amicable relations of Great Britain and Portugal for the past five or six centuries and says that the Macao Government, equally with the Government at Lisbon, desires to fully maintain those happy political and commercial relations as the present Governor declared when he assumed the Governorship of the Colony.

The Government of Macao protests against the insidious attempt in the *Manila Times* article to prejudice the scheme to improve the harbour of Macao, on which the work under the contract signed a few months ago will shortly be commenced. The object in view is to give new life to Macao which is dependent on its own resources. The understanding is inspired by no idea of rivalry with Hongkong; on the contrary it is hoped that the work will prove to be to the mutual benefit of the two ports, and serve also to maintain and strengthen the friendly political and commercial relations of Portugal with China.

The Consul added that he was sure that this represented the desire and conviction of every Portuguese subject.

ASSIZE CEREMONIAL AT SINGAPORE.

IMPRESSIVE PROCEEDINGS.

The opening of the Singapore Assizes recently was attended with ceremonial, which was witnessed by large crowds, who were impressed by the dignity of the proceedings. A Sikh Guard of honour was posted at the entrance to the Court, with Marine Police in the hall, and peons lined the stair. The Police Officers paraded in the corridors.

The presiding Judge, the Hon. Mr. Justice Barrett-Lennard, was met at the entrance by the Registrar, the Deputy Registrar and Sheriff, who were in their official robes. At the head of the stairs were assembled practically all the members of the Bar, who followed his lordship into Court. The Hon. Mr. Justice Barrett-Lennard was accompanied by Captain Hannigan, Acting I.G.P., and Mr. P. E. David, District Judge, on the Bench. The Senior Interpreter proclaimed the Assizes in the form in common use at English Assize Courts.

His lordship thanked the members of the Bar for their attendance. Mr. E. R. Koek expressed the pleasure of the Bar at the revival of the Assize ceremonial.

GOLF.

Another competition for ladies is announced to-day in our advertisement columns. This is a Shanghai Fourmours to be played on the Deep Water Bay course for "The Heanley Cups."

It does not seem to have been generally realised that amongst the crowds of refugees who fled before the Turkish armies were a thousand inhabitants of the British Colony in Smyrna. These people who had been as prosperous as people in this Colony reached Malta, Cyprus and other places without funds and with the scantiest clothing. The plight of these fellow countrymen of ours ought to make us realise the need of our Empire taking a firm stand against condoning the inhuman cruelties of the barbarous Turks. "If it is possible, as much as lieth in you, live peaceably with all men." We have thought of the exceptional clause. We have tried to see for individuals, as for nations, there may come times when peace with all men is impossible, but having given due weight to the exception let us remember the injunction, "live peaceably with all men." It would be safe to say that in the majority of cases where peace between individuals is broken, the real cause is not sufficient for such a breach of peace, but pride or unreasoning anger or some other sin unworthy of a Christian has contributed to the loss of peace. There is no greater enemy to peace than the pride which makes us so ready to take offence and to see slights where none have been intended. If only we had the Christian grace of humanity we should be much more likely to preserve peace with all men.

Let us fill our mind with the thought that to be at peace with God is the highest blessing we can gain here on earth. We must strive that nothing may rob us of that. Fighting, distress and tribulation even to death are to be preferred to anything which will rob us of peace with God. But as much as lieth in us we are bound to strive a real and sincere desire for peace with all men, and to see that no words or acts of ours do anything to contribute unnecessarily towards a breach of that peace. If the world were peopled only by Christians living really Christian lives then all the world would be at peace. Let us see to it that we do not attempt to overcome evil with evil but rather with good. "If it be possible, as much as lieth in you, live peaceably with all men."

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S. NG QUINN, Acting Chief Manager.

Hongkong, 20th January, 1923.

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QUALIFIED MIDWIFE

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No. 21, AUSTIN ROAD, KOWLOON.

Back of Star Theatre.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Floual, Amber, Loidon Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central (opposite to the Singer Sewing Machine Company).—Adv. [101]

P. & O. S. N. CO.

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THE Steamship "SUDAN," Captain R. M. Collyer, R.N., carrying His Majesty's Mails will be despatched from this Port on or about FRIDAY, 23rd JANUARY 1923, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until Noon, the day before sailing. The conditions and value of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO.
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255.]

SS. "ANGKOR."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, &c., also cargo ex. s. s. "COMMAN-DANT DORISE" from Cognac, &c., in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 30th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined on Friday, the 26th inst., at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSHER, Acting Agent.

Hongkong, 20th January, 1923.

DAIRY FARM NEWS.

ICE CREAM.

WE hereby beg to remind our numerous Customers that their Orders for ICE CREAM must be placed 24 hours before delivery is required. [1963]

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TWO OFFICE ROOMS, Top Floor, 6, Queen's Road Central.

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FURNISHED from April next, No. 144, Barker Road, Peak, Eight Rooms. Also a furnished six-roomed house at Deep Water Bay near the Golf Links. Apply to—

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OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply to—

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"BERWICK LAW," No. 155, Peak, 5-roomed Bungalow with Tennis Court and Garden on Motor Road at Magazine Gap. Apply to—

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HOUSES FOR SALE AT THE PEAK NEAR MOTOR ROAD.

FOR SALE, either together (suitable for a Mess), or separately, with early possession, Nos. 2 and 3, STANWAT TERRACE, PEAK. Apply to H. E. POLLOCK, Prince's Building. [1958]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Borneo.

TO LET.—9, Mountain View, 8 Rooms.

HOUSE, from 1st March, 1923. Apply to Box V.W., 3/6 Daily Press Office. [16]

FOR disposal as a "Going Concern." Well Established IMPORT and EXPORT Business with First Class connections and Agencies. Only capable Business Men with substantial amount of Capital need apply.—Box V.Y., 3/6 Daily Press Office. [115]

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THE SITUATION AT CANTON. QUIET BUT ELECTRIC.

RAILWAY SITUATION WORSE THAN EVER BEFORE.

Canton still remains quiet but the situation is electric and trouble and disorder are likely to occur at any moment. A rumour that looting and factional fighting broke out in Canton amongst the invading Kwangsi and Yunnanese troops during the week end over the division of spoil and of remunerative posts is not true. There is a scramble among the various military divisions for strategic and political positions and though there has been no trouble so far between them on any important scale the civil population is in daily fear of something happening to throw the whole city into a state of terror.

Business in the city is at a standstill, especially amongst the large business houses on the Bund. The Sun Company Store has closed its doors whilst a number of banks have kept them closed since the commencement of the trouble. The Bund is still the principal haunt of the troops in occupation and on Sunday and early yesterday morning they were to be seen commandeering houses for the purpose of quartering troops, the city barracks accommodation being insufficient for an army estimated at 30,000 men.

In confirmation of a statement made in the *Daily Press*, yesterday morning, we now learn that whilst Patahan was not looted by the invading troops as they passed through the town, several factories in the neighbourhood of the railway station were burnt down. The looting of the town is said to have been prevented by the payment of a large sum of money by the merchants.

As to railway traffic between here and Canton, we are informed that the situation on the Chinese Section of the line is worse than it has ever been. There is but little hope of the through service being opened for some time to come. The line from Shek Pei to Sien Tsun is infested with armed robbers and looting is rife. We are now informed that the through service was cancelled on Saturday as the result of a local train, running from Canton to Sheklung, being held up by armed robbers on Friday. About 100 men—believed to be Chen's soldiers—boarded a train at Wu Chung and, after robbing the passengers, removed twenty of them for the purpose of ransom. The station master at Nam Kong has also been carried off and the railway authorities have been asked to provide a ransom for his release.

In view of the danger to the through service it has been decided not to resume the Canton-Kowloon service and vice versa until an absolute guarantee of safety is given; though at the present moment it is hard to say from what source such a guarantee could be obtained. The railway authorities in Canton have applied for protection of the line but owing to the confusion it is thought that some considerable time will elapse before this can be arranged.

BOAT RACING.

A scratch race for Senior Fours was rowed off on Sunday, the 21st inst., from a point somewhat off Kellott Island to the V.R.C., over a distance of a little over a mile, by members of the V.R.C. From the start, with a very fast stroke, Blue took the lead and gradually increased without any effort to three lengths, winning easily in 7 minutes 32 seconds. For second place a fine effort was made by Red to wrest position from Brown, but failed by about three feet.

The names of members who took part are set out below.

BROWN: (Capt.) B. J. de H. Moore (stroke), L. Huisser (3), H. J. Silva (2), Fred Schnepel (bow), Eric Jordan (cox).

BLUE: (Capt.) H. Noorgaard (3), O. Stutz (stroke), P. A. Dixon (2), Jack Bragg (bow), G. Hazarev (cox).

RED: (Capt.) G. Tyrn (3), C. Earnshaw (stroke), S. A. Marcell (2), H. Hyndman (bow), F. Lenfestey (cox).

On Sunday next, 28th inst., a similar scratch race for Junior Fours will be rowed off. On Sunday 25th February, weather permitting, members of the V.R.C. contemplate holding a rowing meeting at Yau Tong, Black Boulder Point in Kowloon Bay, where the following events will be contested:—Senior Four, Pair, Sculls, Junior Four, Pair Scull with a Scratch Race.

CHINA PROVIDENT CO.'S DIVIDEND.

22½ PER CENT. RECOMMENDED.

Subject to audit, the Consulting Committee and the General Managers of the China Provident Loan and Mortgage Company, will recommend at the meeting of shareholders to be held on February 10th, the following appropriation of profits:—

A dividend of 12½ per cent. (or \$1.25 per share)	\$215,500.00
To place to reserve fund	20,000.00
To place to equalisation of account	25,000.00
To pay a bonus to staff	3,033.00
To carry forward	2,632.74
	\$265,165.74

EUROPE AND ASIA. THEIR DIFFERENCES AND POINTS OF CONTACT.

REV. J. ROMANIS LEE'S INTERESTING LECTURE.

A large audience assembled at the Helena May Institute last evening to hear a lecture by the Rev. J. Romanis Lee, M.A., Lecturer in History, at Hongkong University.

The title of the lecture was the intriguing one, "Historical Contrasts of Eurasia," and many members of the audience doubtless wondered whether the lecturer's topic was to touch upon vexed questions of racial intermixture. Mr. Lee applied himself, however, to a consideration from the point of view of a student of history, of the contrasting development of the peoples of Europe and Asia. It was understood that Mr. Lee desires to subject his lecture to further revision and that the manuscript is not yet available for publication. This is to be regretted for the lecture was a weighty and important contribution to the subject, though delivered at a speed which made it difficult for the audience completely to apprehend the full significance of the difficult questions discussed.

The first part of the lecture was devoted to a most interesting review of the fundamental contrasts between the development of Europe and Asia, the outcome in the case of the former, being diversity and of the latter homogeneity. He also gave an enthralling account of the gradual penetration of the country by the Chinese. This process, continuing through the centuries, had been one of extraordinary difficulty, owing to the presence of impenetrable forests. The struggle against accompanying hardship had helped to keep the Chinese people virile. This was a period of daring adventure and it was surprising that the folk-songs of the people did not contain records of those days comparable to the sagas of the Norsemen in Europe. This process of penetration had been so gradual as not to involve any abrupt change in the habits of the people and the result had been a national unity in complete contrast to the sharp divisions which had occurred all through Europe. In Europe wars had been national conflicts, with national ideas and aspirations in bitter opposition. For example, there could not have been a wider divergence of view between two nations of similar origins than in the case of Great Britain and Germany in the Great War. The history of Europe, too, had been one of bitter persecutions; for instance, the Spaniards of the Dutch, the English of the Irish and the Prussians of the Poles. In China, on the other hand, conflicts had not been national but civil—usually between rival parties or rival individuals for the control of the State.

Incidentally, the lecturer called attention to the effect that these different conditions had had in the two countries on the development of literature; in the case of Europe producing an inexhaustible diversity, as exhibited in the plays of Shakespeare, the work of Moliere, Dante's "Divine Comedy," Goethe's "Faust," Cervantes' "Don Quixote" and the novels of Dostoevski.

The lecturer deprecated the view that "East is East and West is West" and that "never the twain shall meet," and that it was better they should not do so. Discussing possible lines of contact he mentioned mysticism as transcending racial and national divisions and treating man as a member of a great human brotherhood. There were, he remarked, other points of contact. The homeward tramp of the tired labourer along the hedgerows of England was in no essential degree different from the return home of the coolie on the water buffalo through the rice fields of Shansi and Hunan; and the wives of both were awaiting their return, crooning lullabies to the infants on their knees. There were points of contact between the operative in the cotton mills of Hankow and of Manchester. The problems of poverty and misery had the same foundations in both Europe and Asia.

FANCY DRESS CARNIVALS AT KOWLOON.

The management of the Kowloon Theatre announce another of their popular fancy dress carnivals for tonight. Their new six-piece jazz orchestra will furnish the music, a generous supply of confetti has been arranged for and a delightful evening is assured. Dances are to commence at 8 p.m. and will be carried on, the management promises, until the "wee wee coo."

CRIMINAL SESSIONS.

SEQUEL TO ROBBERY AT YAU MATI.

Two Chinese named Li Hoi Chau and Li Fok appeared at the Criminal Sessions yesterday before the Chief Justice (Sir William Bess Davies), on a charge of being concerned in a robbery by two or more persons at 7, Portland Road, on January 1st whereby Chan Kam was robbed of a pair of bangles, a pair of ear-rings, and two hair ornaments; Wong Chai was robbed of a gold wristlet watch and a jacket; Chan Ng of \$14 and Tang Sang of two suits of clothing.

Mr. Dyer Ball prosecuted for the Crown. The prisoners were undefended, but they pleaded "not guilty."

Mr. Dyer Ball in stating the facts said at seven o'clock in the evening of the day in question two men went into a cubicle which was occupied by Chan Kam and her husband Wong Chai. These men were both armed with revolvers, but were not the prisoners. The woman and her husband were sitting on the bed in the cubicle, and the robbers told them to keep quiet as they were only searching for arms. They took the woman's bangles and tied the hands of husband and wife behind their backs. They took a face towel belonging to the woman, tore it into four strips, and then gagged the pair. They also took a gold wrist watch from the man and some money from a pocket in one of his jackets which was hanging on the wall. After that they threw Wong Chai on to the bed, and pulled a coverlet over him, so that from then onwards he saw nothing of what went on. The two robbers made off and left the woman sitting on the bed bound and gagged. Immediately after they had gone two other men, the prisoners, came in. One relieved the woman of her earrings and then pushed her on to the bed and covered her over with the same coverlet. However, she was lying on the outside of the bed and was able to look out from under a corner of the coverlet and see what was going on. She saw the first prisoner search a drawer in the table and take the hair ornaments. The same man took down the coat from which the last men had stolen her husband's money and put it on. They made a further search in the room and then went out.

They then came to the second part of the robbery, which took place in the cook house at the back of the house simultaneously with the last mentioned incidents. Two armed men, again not the prisoners, went to the cook house where the two women, Chan Ng and Tang Sang, were. They told them to keep quiet as they were only searching for arms, but in spite of that assertion, they stole \$14 from Chan Ng and two suits from Tang Sang.

Meanwhile the noise they had made attracted the attention of at least two people in the next house, and a man named Tso Kin saw four men, including two whom he identified as the prisoners, come down the steps from number 7. He asked them what the trouble was, and they told him it was only a fight. He did not believe them and followed them into the road. The prisoners separated from the other two and made off in a different direction. Tso Kin followed them and on the way gained the assistance of two Chinese constables. They went about three quarters of a mile down streets and turnings, walking at an extremely fast rate. Finally they caught up and arrested the defendants in an opium shop, bringing them back to the police station. On the way the man who had taken the jacket took it off and threw it to a woman in the road, saying he had borrowed it from someone. The police thought nothing of the action as a robbery was not suspected then. But, later on, the other man expressed a desire to get rid of a felt hat he was wearing on the ground that he had borrowed it from somebody and wished to return it. The police became suspicious and wanted to see if he had anything hidden inside of it. Prisoner objected and struggled a little, but eventually gave the hat up for examination. Nothing was found in it, and it was handed back. The hat had not been identified by anyone connected with the case, but the incident, said Mr. Dyer Ball, looked suspicious.

Mr. Ball then called a number of witnesses, including the victims of the robbery, who bore out his statement.

The prisoners made a statement from the box in which they admitted being on the premises, but denied taking any part in the robbery. They stated that they were there to collect a sum of money owed to them by a friend.

After a short retirement, the Jury brought in a verdict of "guilty," by a majority of five against two. His Lordship passed sentence of three years' hard labour on each defendant.

ST. ANDREW'S CHURCH.

ANNUAL VESTRY MEETING.

The annual meeting of seat holders and subscribers of the St. Andrew's Church, Kowloon, was held yesterday afternoon, the Vicar, the Rev. G. R. Lindsay presiding. Previous to the meeting the Vicar and Mrs. Lindsay held a reception, a large number of people, principally ladies, being in attendance.

The first business of the meeting was the presentation of the balance sheet, which showed a total income of \$10,990.51, and a balance in hand of \$4,500.32. The Chairman explained the various items, and the report was unanimously agreed to.

Officers for the year were re-elected as follows:—

Vestry: The Hon. Sir C. P. Chater, C.M.G., Mr. G. Banker, Mr. A. E. Farrell, Captain H. G. Fogg, O.B.E., M.C., Mr. R. Packham, Mr. D. A. Purves, Mr. J. J. Robson, vicar's warden, Mr. J. J. Robson, people's warden, Mr. R. Packham; and Hon. Auditor, Sir Paul Chater.

The Vicar referred to the splendid work done by these officers during the last year, and expressed the hope that they would continue to carry on the good work.

Representatives to the Diocesan Conference were elected as follows:—

Miss Hollis, Mr. Packham, and Mr. G. W. Simpson.

The Vicar mentioned that the Conference was now the local controlling body for the diocese, and representation to it was a privileged appointment. Sometimes they could not help feeling that it did not accomplish very much, but after all it was not a counsel for the giving of definite decisions, but there were considerable advantages to be derived from the representatives of the different Churches getting together, and so seeing what was going on, and the Conference was of great assistance to the Bishop in the giving of his decisions.

In the course of a speech at the conclusion of the business part of the proceedings, the Vicar expressed his thanks to the Church workers for all they had done during the year, and spoke to the great responsibility which he himself had had to shoulder. He asked therefore for their continued support, and the co-operation and assistance of the congregation. He mentioned that he had been with them for three years, and was going home on leave during this year before commencing a second period of service with them.

With reference to the question of the freewill offering scheme work, he said, had been postponed; it would probably come up again if the freedom of pews was brought forward. For his own part he was in favour of a few free church, though he recognised that if this were brought about there would certainly have to be some financial adjustments. Last year pew rents amounted to about \$800, and something would have to be done to secure that amount in some other way. He hoped members of the Church and congregation would express their views on the matter.

Referring to the question of the appointment of an assistant for himself, the Vicar said two gentlemen were to have been interviewed with a view to their eligibility, but they had both been unable to attend. At the present they had no-one in view. He thanked all those who had made gifts to the Church, and especially Sir Paul Chater for his promise to extend their Sunday school accommodation.

WEEK-END ROBBERIES.

FIVE ON SATURDAY.

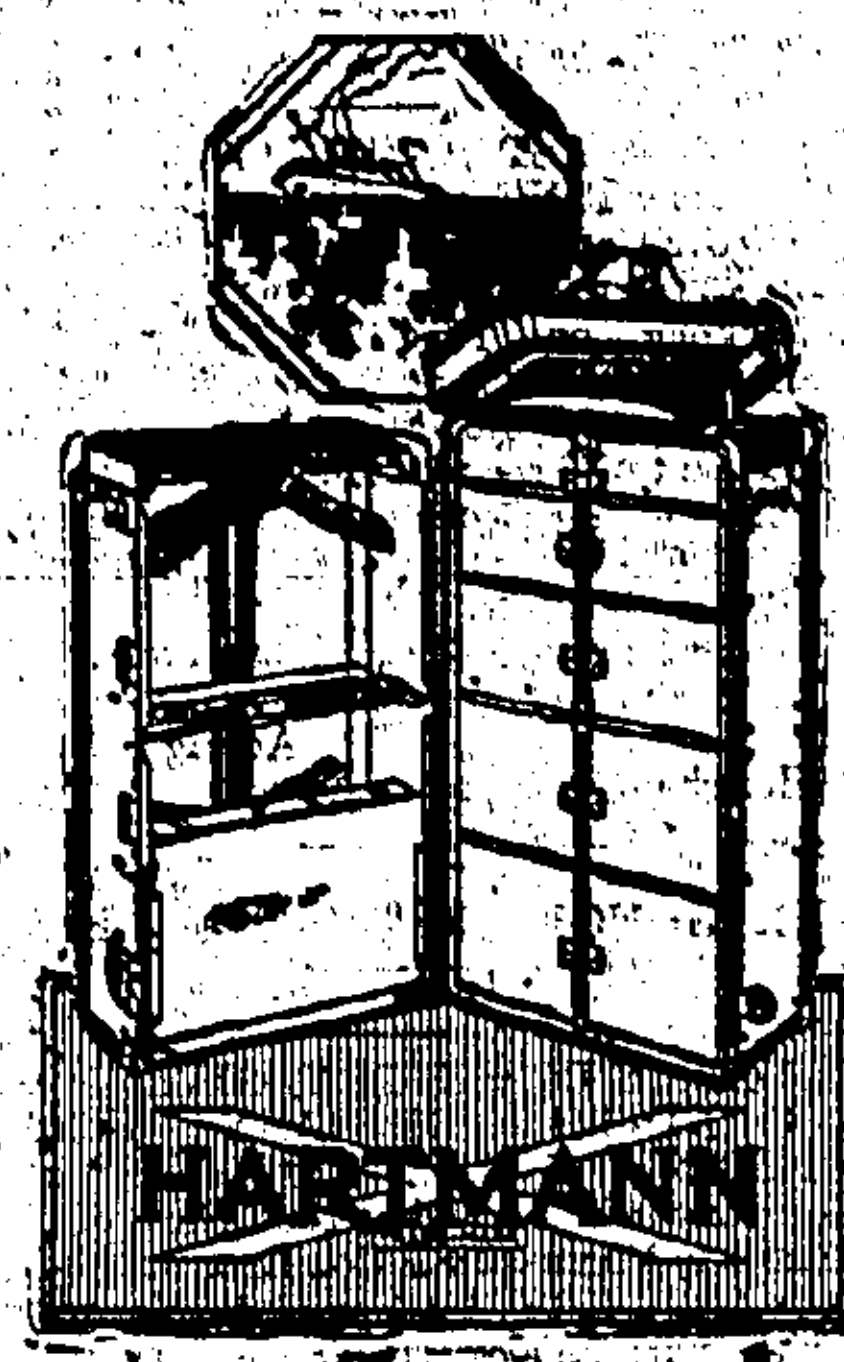
There were no fewer than five armed robberies on Saturday. Of these the biggest loss was suffered by the Sam Hing Co., coal merchants, 19, Lee Yuen Street East, first and second floors. Seven men, four carrying revolvers, and three daggers, entered the premises at 8 p.m. Ten folks in the shop were held up, herded together and bound and gagged. The robbers, unable to obtain the keys of the safe, attempted to force it open by a chopper. Their efforts proved futile for all they succeeded in doing was to remove the pattern disc from the door. They abandoned their efforts in this direction and opened the counter drawer from which they stole \$400 in notes. They also stole from two of the folks a gold watch and chain. The firm had received \$10,000 that day from a firm abroad, and this is believed to be what the robbers were after.

Another armed robbery took place the same day, at No. 230, Shanghai Street, Yau-mat. Four men entered a shop under the pretext of buying photographic requisites. They held up the staff and made a systematic search of the premises finally making off with \$88.00.

A cowardly attack was carried out on an old Chinese lady doctor, aged 72 years, near King's Park, Kowloon. A young man who engaged her to attend to an urgent case, attacked her and stole \$22.00.

There were two highway robberies within 20 minutes of each other and close to one another on the Mau Tau Kok Road on Saturday evening. In one case a marine hawk and his assistant were held up and relieved of about \$43 worth of property. In the other case two sappers, who were walking towards Kowloon City, were also robbed by two men, the loot this time amounting to \$21.75. The two robberies are believed to have been carried out by the same gang.

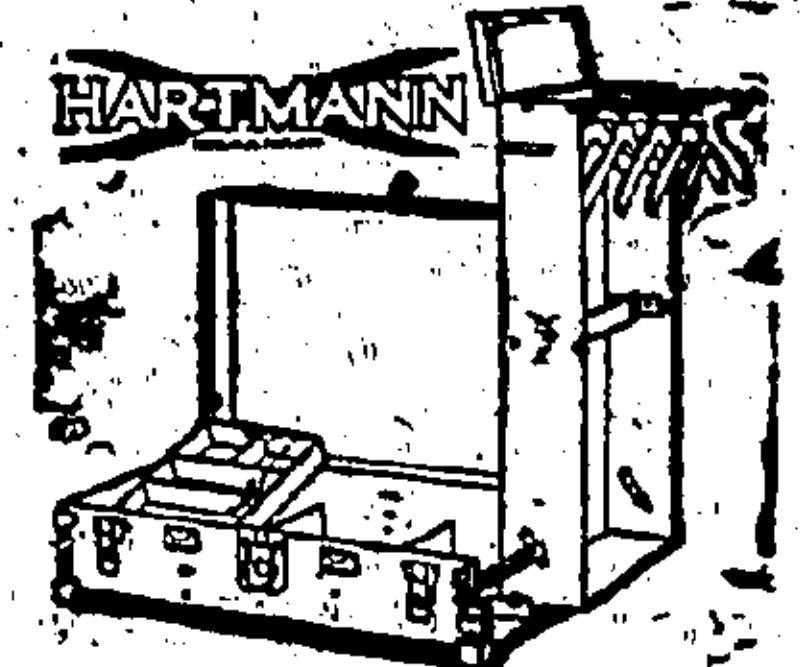
LANE, CRAWFORD, LTD.



WE HAVE JUST RECEIVED
A CONSIGNMENT OF

**HARTMANN
TRUNKS**

THE MOST UP-TO-DATE AND
CONVENIENT TRUNK YET
MADE COMBINED WITH
STRENGTH AND AP-
PEARANCE.



THE SUPREME OF TRAVEL
COMFORT IS DEMONSTRATED
BY PEOPLE WHO USE HART-
MANN WARDROBE TRUNKS.
IN ADDITION TO ITS SUPERIOR
ARRANGEMENTS AND SPECIAL
FEATURES, THE HARTMANN
HAS THAT SMARTNESS WHICH
APPEALS TO THE WORLD OF
FASHION.

SOLE AGENTS

FOR THE SALE

OF THE **HARTMANN TRUNK** IN HONGKONG.

TRUNKS AND LEATHER GOODS
OF EVERY DESCRIPTION.

LANE, CRAWFORD, LIMITED.

ESTD. 1850.

SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFIT.

DECK AND ENGINE ROOM STORES.

OILS, PAINTS AND VARNISH IMPORTERS.

ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.

PACKING AND ASBESTOS GOODS.

AGENTS FOR DOBBIE McINNES NAUTICAL SPECIALTIES.

REMOVAL SALE.

RECORDS
AND
MUSIC

20% DISCOUNT FOR CASH

AT

ANDERSON'S.

Powell
TELEPHONE C. 3148

**LADIES'
RAINCOATS AND CAPES**

IN

"ZAMBRENE," "GRAVENETTE"
"ALWETHA" AND "MILWATA" CLOTHS

LIGHT AND RELIABLE.

NEW ADVERTISEMENTS.

AGENT Required for the Sale of Piece Goods: Woollens, Worsteds, Linings, etc. Write stating full particulars and references. Box 5414, WILLIAMS' ADVERTISING OFFICES, Bradford, England. [280]

THE ROYAL HONGKONG GOLF CLUB.
LADIES' SECTION.
"THE HEANLEY CUPS."

THIS Competition will be held at DEEP WATER BAY on FRIDAY, 9th FEBRUARY, 1923. Conditions:—Shanghai Foursomes—Medal play, 2/3 of combined handicaps allowed. Players to choose their own Partners and Opponents. Post Entries. E. B. REDMOND.
[261] Hon. Secretary (Ladies' Section).

TO LET
ONE EUROPEAN FLAT in "LEE BUILDING," Wanchai Gap Road. Apply to 33, KENNEDY ROAD, Hongkong. [253]

THEATRE ROYAL

LAST PERFORMANCE TO-NIGHT

THE T. DANIEL FRAWLEY CO.

"ENTER MADAME"

with
ADELE BLOOD
and
MR. FRAWLEY

The comedy of French and Italian manners done in English style.

BOOKING AT MOUTRIE'S.

PRICES \$4, \$2, \$1.
[256]

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SAR" WORKS, Beadon-square (H.P.), Calcutta (India). [105]

ACKNOWLEDGMENT.

WE the Members of the Undermentioned Association, desire to express our Thanks to the Members of the BUILDING CONTRACTORS' COMMERCIAL ASSOCIATION for their Increment of Wages and Better Treatment.

We are also indebted to the Hon. SECRETARY FOR CHINESE AFFAIRS, The Hon. DIRECTOR OF PUBLIC WORKS, and Messrs. H. W. BID and W. L. LEASE for their valuable assistance in bringing both parties to terms.
BUILDING CARPENTERS' ASSOCIATION.
135, Queen's Road East.
Hongkong, January 15th, 1923. [231]

G. R.

FOR SALE BY TENDER.

ON VIEW AT H.M. NAVAL YARD, WELSHALL FROM 10th JANUARY, 1923.

(1) Single Screw STEAM TUG "HESPER" Fitted as a Fire Float Salvage and Water Tank Vessel. Length 116 feet, Displacement 400 tons, I.H.P. 300.
(2) IRON COALING LIGHTER No. 0452. Length 125 feet, Capacity 300 tons (two holds). Fitted with Capstan, Derrick and Winch.

Forms of Tender giving full description of the above Craft may be obtained on application to the Naval Store Officer, H.M. NAVAL YARD, Hongkong.

Latest date for receipt of Tenders at Welsh Hall, Noon, 10th February, 1923.

(Signed) H. J. ADAMSON,
Naval Store Officer,
H.M. NAVAL YARD,
WELSHALL.

THE CORONET.

CHARLIE CHAPLIN

"THE IDLE CLASS."

FLOWER OF THE NORTH

KOWLOON THEATRE.

9 P.M.

FANCY DRESS CARNIVAL.

INTIMATIONS

NOTICE.

THE HONGKONG AND CANTON ICE MANUFACTURING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 10, Des Voeux Road, Hongkong, on THURSDAY, 25th day of JANUARY, 1923, at 11.45 o'clock a.m. for the purpose of receiving the Report of the Directors and Statement of Accounts to 31st July, 1922.

The Transfer Books of the Company will be CLOSED from 11th to 25th January, 1923, both days inclusive.
By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hongkong, 8th January, 1923. [183]

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., on FRIDAY, 26th JANUARY, 1923, at 11.45 o'clock a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The REGISTER of SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOOTE,
Secretary.
Hongkong, 8th January, 1923. [202]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., on FRIDAY, 26th JANUARY, 1923, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The REGISTER of SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOOTE,
Secretary.
Hongkong, 8th January, 1923. [201]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., on FRIDAY, 26th JANUARY, 1923, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The REGISTER of SHARES of the Company will be CLOSED from Wednesday, 17th January, to Friday, 26th January, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOOTE,
Secretary.
Hongkong, 11th January, 1923. [218]

THE BANK OF EAST ASIA, LIMITED

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Registered Office of the Company, No. 10, Des Voeux Road Central, at 3.30 p.m. on SATURDAY, the 3rd FEBRUARY, 1923, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1922.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, 22nd January, to Saturday, 3rd February, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,
KAN TONG FO,
Chief Manager.
Hongkong, 12th January, 1923. [223]

THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED and THIRD ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, 4, Des Voeux Road, on TUESDAY, 13th FEBRUARY, 1923, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, 29th January, to Tuesday, 13th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, 13th January, 1923. [219]

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING, 1922.

FEBRUARY 28th, MARCH 1st, 2nd & 3rd

ENTRIES for the forthcoming Races close on SATURDAY, 27th inst., at 3 p.m., and must be sent to the JOCKEY CLUB, Room 2A, Charter Road, on or before this date.
Entry Forms are now ready and can be had at the JOCKEY CLUB-STALLS, JOCKEY CLUB ROOM (Hongkong Club Annex, Clatter Road), RACE COURSE, HONGKONG CLUB and LINSTRAD DAVID, Alexander Buildings.

INTIMATIONS

HONGKONG BOXING ASSOCIATION.

TOURNAMENT, SATURDAY,

27th JANUARY, 1923,

at the

THEATRE ROYAL,

at 8.15 P.M.

MAIN EVENT

15 ROUNDS Contest for the Welterweight Championship of the Colony and the Scott-Harston Belt.

Stoker P. O. MORRIS, A. B. DIXON,

H.M.S. Hawkins, H.M.S. Ocala.

BOOKING at MOUTRIE'S:

Members—January 24th.

General Public—from January 25th.

USUAL PRICES. Doors Open 8 P.M.

Next Tournament—Rings—Saturday, March 3rd,

at the

THEATRE ROYAL. [250]

NATIONAL LOANS

SUBSCRIBERS to the National Loans of the Third Year of the Republic (1914) and the Eleventh Year of the Republic (1922) ARE HEREBY NOTIFIED that Drawings for the redemption of the above Loans will be held this year as follows:

1st. December, 1922: 8th Drawing of the Third Year Loan (\$2,750,000); redemption begins 31st December.

10th May, 1923: 1st Drawing of the Eleventh Year Loan (\$1,000,000); redemption begins 31st May.

10th November, 1922: 2nd Drawing of the Eleventh Year Loan (\$1,000,000); redemption begins 30th November.

As the Sixth Redemption Instalment (\$4,633,740), due on the Fourth Year Loan, is the final one, no Drawing will take place; but redemption of the remaining undrawn Bonds will commence on 15th April.

The service of the above three Loans is conducted independently, and forms no part of the National Consolidated Loan Service.

F. A. AGLEN,
Inspector General of Customs,
Peking, 8th January, 1923. [241]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY.

Situate at

VICTORIA, HONGKONG,

and known as

Nos. 75 and 77, HOLLYWOOD ROAD.

To Be Sold

by

PUBLIC AUCTION,

IN ONE LOT

on

MONDAY,

the 29th day of JANUARY, 1923, at 3 P.M.,

by

Messrs. LAMBERT BROS., Auctioneers,

at their Sales Room, Duddell Street.

PARTICULARS

Nos. 75 and 77, Hollywood Road, Victoria, Hongkong. This property is situated on the Piece or Parcel of Ground registered in the Land Office as Inland Lot No. 62A.

There is a frontage on Hollywood Road of 90 feet 6 inches and on one side the premises abut on Aberdeen Street. The premises cover an area of 8,950 square feet or thereabouts.

The premises are held for the term of 999 years commencing from the 7th day of April, 1852, created therein by a Crown Lease dated the 27th day of February, 1852. The Crown Rent payable in respect of the premises is \$76.80 per annum.

For further particulars and conditions of sale apply to

Messrs. HASTINGS & HASTINGS, DENNIS & BOWLEY,
Solicitors,
No. 8, Des Voeux Road Central

or to Messrs. LAMBERT BROTHERS, Auctioneers.

Hongkong, 19th January, 1923. [251]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG,

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

on

TUESDAY,

The 30th Day of JAN., 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS,

At their Office, Duddell Street.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2186 together with the messuage erections or buildings thereon now known as No. 13, Wing Hing Street.

Secondly, ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2186 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and as No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from
Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and Messrs. LAMBERT BROTHERS,
Auctioneers.

SMOKING, 'TIS SAID, IS A HABIT.

Secure Your Requirements

FROM THE

HONGKONG CIGAR STORE

AND HARRY BECOMES A PLEASURE.

INTIMATION

JOHN DEWAR

& SONS, LTD.

PERTH, SCOTLAND.

By Royal Appointment

to His Majesty

The King.

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

AWARDED 50 GOLD AND

PRIZE MEDALS.

AGENTS:

A. S. WATSON &

CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTH.

BREAKEPEAR.—On November 13th, at London Villa, 97, The Crescent, Maidenhead, to Mr. and Mrs. O. T. Breakepear, a daughter. [259]

HONGKONG OFFICE: 104, Des Voeux Rd., C. LONDON OFFICE: 131, Fleet Street, E.C.

"The Daily Press."

HONGKONG, JANUARY 22ND, 1923.

THE TURKS, AND MOSUL.

It is evident that MUSTAPHA KEMAL is in no mood to retire from the position his agents took up at Lausanne last month in regard to the demand for the surrender of Mosul. Reports represent him as addressing his forces demanding the surrender of Mosul and declaring that "Turkey's armies are stronger than ever, and able to realise national aspirations if Europe forces Turkey into War."

We assume that this is intended to mean that if the Powers do not consent to surrender Mosul to the Turks they will fight for it.

The Turkish contention is that Mosul cannot be sacrificed because it is part of the national patrimony. They contend that Mosul is racially one with Asia Minor, whereas the figures gathered during British occupation conclusively show that only one-twelfth of the population are Turks. Great Britain is the mandatory power whose authority the Turks are challenging in this instance.

The British Government last month replied to the Turkish demands in a memorandum submitted to the delegates at Lausanne. The British Note pointed out that the Arabs have shown conclusively on two occasions their desire to remain under the Irak state, while the Kurds have never willingly submitted to Turkish rule. The economic relations of Mosul are almost entirely with Bagdad on the one hand and Syria on the other.

The memorandum explained that strategically the freedom of Irak would be impossible if Mosul were occupied by the

Turks, who would then control its food supply and, moreover, be only a day's march from the Bagdad-Teheran road, on which Northern Irak is dependent, and only seventy miles from Irak's capital itself. It is, therefore, impossible to detach the town and vilayet of Mosul from the Arab Government of Irak. The decision announced in the memorandum is entirely in consonance with the known policy of Great Britain, viz., not to leave the populations over which she has a mandate unprotected. The London Daily Chronicle, discussing the question recently, wrote of Mosul as being indispensable to Mesopotamia as the chief source of the grain supply for Bagdad, which region is strategically indefensible without it. It is of interest to recall in this connection the fact that during the months that elapsed after our capture of Bagdad, and before Mosul was occupied, we were actually obliged to import grain from India to feed the people of Mesopotamia. It is clear that the restoration of Mosul will mean undoing the whole British work in Mesopotamia and will strike an immeasurable blow against British prestige in the Middle East which, owing to the importance of the Suez Canal and the Persian Gulf involves something like the Empire's jugular vein.

Attempts have been made in some quarters to represent that oil interests are connected with the British position in respect of Mosul, but this has been denied repeatedly. In this matter it can fairly be claimed that the Allies have been generous to all competitors, and they are ready to be equally generous towards the Turks. The insistence on the British position is declared to be entirely unconnected with oil, but simply refers to British obligations as a Mandatory Power. There is, however, much to be said for the view that the British Government's interests in Mosul are not alone matters of pledges, but "something lying very close to the existence of the Empire, of which Russian Bolshevists are perfectly aware." It is indeed more than likely that there is a Russian backing of Turkey in this demand for the surrender of Mosul, and the prospect of the peace settlement being allowed by Turkey and Russia to stand is very problematical. But there can be no intention on Great Britain's part of deliberately violating the pledge given in the Treaty with King Faisal that "no territory shall be ceded or leased or in any way placed under the authority of any other State."

Mrs. Severn is to distribute the prizes at St. Paul's Institution (Anglo-French School) Causeway Bay on the 31st inst.

On Saturday last, there was a selection of a Foreign member of the French Municipal Council at Canton, Mr. H. S. Kavarana who has been a member of the French Council for the last twenty years was re-elected.

Mr. George Wrenmore, aged 25, son of Mr. and Mrs. Clarence G. Wrenmore, of Manila, and brother-in-law of former Governor-General Francis Burton Harrison, was seriously injured in a logging camp accident near Limay, Bataan, recently. The accident, in which his right arm and shoulder were badly crushed, occurred at 2 o'clock, but owing to the fact that no launch was immediately available, it was 11.30 at night before he was brought to St. Paul's hospital.

The valuable property known as "Kingsclere," on Kennedy Road has been sold to a Chinese merchant, who has also bought the whole block of houses known as Bellios Terrace. The property was part of the Bellios estate. Kingsclere was built as a residence for the late Hon. Mr. E. B. Bellios, but he never occupied it, and it has been run over since it was completed as a private hotel. The price paid for Kingsclere is stated to be "in the neighbourhood of six lakhs of dollars."

One of the large company making a tour round the world on the Cunard liner *Laconia* died in Hongkong on Sunday. This was Mr. Norman Campbell, a well-known banker of Santa Barbara, California. He contracted a cold at Taingao and on the arrival of the ship at Hongkong his removal to hospital was deemed advisable, as pneumonia had developed. He passed away on Sunday morning at the French hospital. Mrs. Campbell was travelling with her husband round the world and was with him when he died. The deceased gentleman was 65 years of age.

Chau Wing-Kit, formerly a scholar of the St. Paul's College, Hongkong, son of the late Mr. Chan King-Wah, formerly Chief of the Canton Police, has returned to Hongkong after graduating at the Chicago University and obtaining the degree of Ph.B. He has specialised in banking and economics.

A shocking accident occurred on Saturday at the Sam Mow Timber Yard, Homubtin. A woman employee was caught by a revolving circular saw. Before the machinery could be stopped and the woman released, serious injuries were caused to her neck and right shoulder. She is now in the Kwong Wah Hospital and is stated to be in a critical condition.

Judging from the intelligence that the Manila correspondent of *The Times* cables, the Filipino has developed very considerable aspirations as to the future of his country's destiny, which, coming from that quarter, indicate something of the swelled-head order. His aspirations lead him to the suggestion that North Borneo should be acquired, so as to make a greater Philippine Empire, leading eventually to a federation of all the Malay races.

CORRESPONDENCE.

A DISTINCTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In your issue of this morning appears a letter from the Honorary English Secretary of the Anti-Mui Tsai Society, in which he makes the remarkable statement that the Society for the Protection of Mui Tsai is but a creature of the Chinese General Chamber of Commerce. I am directed by my Chairman to point out that the "Protection" Society has no connection with this Chamber, although certain of our members may also be its members.

May I request you to give space to this letter as I have done to the one under-reply?—I am, sir, yours faithfully,

IP LAN CHEUN,
(Secretary).
Hongkong, January 22nd, 1923.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FAR EASTERN STEAMER TARES.

WHITE STAR LINE ANNOUNCE REDUCTIONS.

LONDON, January 21st.

The White Star Line has completed arrangements for the carriage of passengers through to Japan and China. The fares from Europe to the Orient have been reduced to first-class £120, second-class, throughout, £20.

SENATE PROVISIONAL CHAIRMAN APPOINTED.

SENATE TO VOTE ON CABINET TO-MORROW.

CABLES.

LATEST CABLES.

[THROUGH ROUTE'S AGENTS.]

FRANCE AND GERMANY.
GERMAN UNIONS DECIDE ON
GENERAL STRIKE.

PARIS, January 21st.

The *Petit Journal* announces that a meeting of Trade Unions, held at Essen yesterday afternoon, decided upon a general strike in the railways, metallurgical industries, and postal and telegraphic services.

EARLIER CABLES.

GERMAN BUSINESS BOYCOTT
EXTENDS.

BERLIN, January 21st.

Doctor Hermes, the Minister of Finance, has issued an order forbidding payment of the customs, coal tax and export dues to any account other than German. The Association of German Iron and Steel Industrialists has decided to have no business relations with France or Belgium as long as the Ruhr occupation lasts.

A message from Munich says 130 Italian and Czech workmen, believed to be destined for the Ruhr to act as strike breakers, have not been allowed to proceed.

GERMAN STRIKE MOVEMENT
SPREADING.

The postal directors arrested yesterday were released today. The railway men and postal officials met to consider a strike. Their decision is not yet announced, but a partial strike has been effected at Dortmund and Bochum. It is expected Essen will follow suit. The French declare their ability to carry on international traffic by means of military trains. The Germans at Essen yesterday brought to a standstill a train driven by Frenchmen proceeding to Bochum.

NEW FRANCO-ITALIAN PLAN FOR
MORATORIUM.

PARIS, January 21st.

According to the *Revue de Paris*, M. Poincaré and M. Barthou today will discuss a plan combining the French and Italian proposals, whereby Germany, if she fulfils the reparations obligations will be granted a two years' moratorium, in which period she must raise an internal loan of three milliard gold marks, of which five hundred million will be used to stabilize the mark and 2 milliard will go to the reparations account. France in return will forgo the product pledges she has seized, but she will hold these pledges as long as she is not assured of receiving the payments to which she is entitled.

PARIS, January 21st.

M. Poincaré and M. Barthou have definitely drawn up a moratorium plan, which they are submitting to the Reparations Commission forthwith.

REPARATIONS QUESTION TO GO
BEFORE LEAGUE.

LONDON, January 21st.

It is expected that a non-Aligned member of the Council of the League of Nations will bring up the matter of reparations at the next meeting in Paris on January 29th.

BERLIN, January 21st.

The German Charge d'Affaires in Paris has been instructed to protest against the arrest of the German managers, and demand their immediate release, and also claim full satisfaction.

LATEST CABLES.

DEVASTATED WAR AREAS.
INDO-CHINA MUNICIPALITY HELPS
RECONSTRUCTION.

PARIS, January 21st.

The Minister of the Colonies has informed the Minister of Liberated Regions that the Municipality of Cholon in Indo-China is prepared to undertake the reconstruction of Laifoux, which was wiped out in war time.

EARLIER CABLES.

U.S. POLITICAL RUMOUR.
DOES MR. HUGHES CONTEMPLATE
RESIGNING?

New York, January 21st.

The *World* gives prominence to a rumour that Mr. Hughes is contemplating resigning. Up to the present there is no confirmation.

GOA MIRACLES.

STORIES IN CIRCULATION.

Many stories of miracles that have occurred during the exposition are in circulation at Goa, says the *Times of India*. It is stated that many persons suffering from diseases have been cured and that a man with an injured wrist had the use of the wrist restored on touching the body of Saint Xavier. Another story is that a blind Parsi girl from Bombay recovered her sight after kissing the Saint's body. Pilgrims are still arriving in large numbers.

In view of the increasing pilgrim crowds and requests to extend the exposition an official announcement was made today prolonging the exposition of Saint Francis till January 7th. On an average ten thousand pilgrims daily kiss the Saint's feet. Facilities are introduced for special foreign pilgrimages who will henceforth assemble at Saint Monica's Convent every day at 6 a.m. The time and place of assembly previously fixed for other foreign pilgrimages remains unchanged.

CHINA'S CHAOTIC FINANCES.
DIPLOMATIC BODY'S STRONGLY
WORDED NOTE.

THE EFFECT OF THE DEFAULT.

PEKING, January 18th.

The British, American, French and Japanese Ministers sent the following Note to the Viceroy on December 23rd:—

"The undersigned draw the serious attention of the Foreign Minister to the position created by the inability of the Ministries of Finance and Communications to meet certain obligations to their foreign creditors.

Much patience has been exercised by the latter, whose expectations of payment were encouraged by reports of schemes for debt consolidation.

The lack of provision for meeting payments of long established railway loans due in October, November and December, 1922, and the great difficulties encountered in obtaining these payments are also a matter of common knowledge.

Surprise has been felt that while unsecured foreign debts and obligations have been left unprotected China's internal loans have been temporarily consolidated on the security of the Customs surpluses.

This state of affairs is prejudicially affecting China's credit, which was formerly of good standing in foreign markets but is now seriously impaired by the default in loans issued by Great Britain, the United States of America, France, and Japan.

The continuance of this preferential treatment of Chinese internal loans is a matter to which the undersigned feel bound to take exception in the interests of their nationals who are creditors of the Chinese Government and are holders of foreign loans guaranteed by the Chinese Government.

They, therefore, request that future Customs surpluses should be applied not exclusively to the service of internal loans, but also to the liquidation of foreign debts and obligations guaranteed by the Chinese Government.

(Signed) Y. OMATA; R. H. CLIVE (British Charge d'Affaires); J. G. SCHREIBER; DE FLEURIAN.

MASONIC MILLION
MEMORIAL.

SELECTION OF THE SITE.

At the quarterly communication of United Grand Lodge of English Freemasons on December 8th the Duke of Connaught was nominated by Sir James Martin as Grand Master of the Order for the twenty-second year. Mr. James Stephens was appointed President of the Board of Benevolence for the fourteenth year; while Messrs C. J. R. Tjio, P.A.G.D.C., and F. W. Hancock, P.A.G.D.C., were reappointed Senior and Junior Vice-Presidents of the Board.

It was resolved, by a large majority, that the Masonic Million Memorial be erected on the Great Queen-street site, where Grand Lodge holds considerable freehold property.

Sir Alfred Robbins presented the Special Committee's report on the memorial. The total amount of subscriptions promised to date is £400,000, of which London has subscribed £255,000, the provinces £85,000, and the Districts and Lodges overseas £23,600. Of this sum over £174,000 has been received. Among the recent personal contributions received, are those from the Prince of Wales, the Duke of York, and the Maharajah of Patiala.

The Great Queen-street locality, as is known, has been the abiding place of the Order in London for a century and a half, and every effort will now be made to render it a worthy memorial of the members of the craft who fell in the Great War. The scheme, which is anticipated, involve an expenditure of £1,000,000. Property has been acquired covering an area of 91,300 superficial feet, with frontages in Great Queen-street, Wild-street, and Gilt-court, in immediate proximity to the thoroughfares of Kingsway, Drury-lane, and Long-acre. Building can be commenced without delay, and it is proposed that when the first part of the new erection has been completed, the necessary business of Grand Lodge shall be transferred there while the existing portion of the Freemasons' Hall premises is being demolished and reconstructed.

"THE IDLE CLASS."

CHAPLIN AT THE CORONET.

Two delicious and all too short reels of Chaplin comedy are contained in the current programme at the Coronet. "The Idle Class" is the title of the picture and it reveals the great Charlie in a dual rôle. In one part he wears the battered bowler and the conceited trousers that have made him famous and in the other he sports a glossy top hat and pants with a knife-edge crease. One feels that if they would have had a knife-edge crease if he had remembered to put them on. Unfortunately, true to his rôle as the absent-minded husband, he strolls forth in his top hat, his irreproachable morning coat and suspenders. He has a great time on the golf links but the height of the fun is reached when he goes to a fancy dress ball in a suit of armour and has to be extricated from it with a tin-opener.

Besides the Chaplin film there is a capital Vitaphone picture called "Flow-ers of the North" which has an exciting plot and a very fine scenic setting. The story breathes the romance and adventure about which James Oliver Curwood, from whose novel it was taken, writes so finely, and the leading parts in it are admirably handled by Pauline Starke and Henry B. Walthall.

PUNISHMENT OF A NATION.

REMISSION OF BOXER
INDEMNITY.

CASE FOR CHINESE STUDENTS.

(FROM "THE TIMES" PEKING
CORRESPONDENT.)

The Boxer indemnity represents the financial penalty imposed by the Powers upon China as a punishment for the deplorable uprising of 1900. It was fixed at the substantial sum of taels 450,000,000 or £67,500,000 at the then rate of exchange. But as China could not pay cash, this amount was converted into a series of annual payments, covering a period of thirty-eight years, the total eventually payable, including the interest, working out at £147,000,000. Of this total China, up to 1917, has actually paid in cash over £48,000,000, or about one-third of the whole.

In 1917 China declared war against the Central Powers, thereby annulling her obligation to make further payments to Germany and Austria. At the same time the Entente Powers agreed to forgive their payments on account of the indemnity for five years, in recognition of China's joining them as an ally. That period ends this year, and China is bound forthwith to resume payments to Great Britain, the United States, France, Japan, and some of the lesser Allies.

The United States Congress has sanctioned the remission of the American share and the French Government has recently decided to devote the French share of the indemnity to liquidating the debts of the Banque Industrielle in China. The Japanese Government is on the point of remitting the whole of its share.

There remains Great Britain, whose interest in the indemnity averages a sum of about £400,000 per annum during the next twenty-three years. The Associated British Chambers of Commerce in China, a body thoroughly representative of British opinion in that country, have urged the Government to forgo at least a part of the indemnity and to devote it to Chinese education. The matter, however, has been shelved owing to the difficulties not unreasonably raised by the Treasury.

COMPETITION FOR TRADE.

Should the British Government continue to take that which all others are relinquishing? Impossible. We can make up our minds to this sacrifice, trifling compared with what we vainly spend in certain regions not necessary to specify, because it is plain that we can do good with the money, to ourselves and to others. Indeed, if we do not make it, we are likely to suffer heavily in the competition for the trade and good will of the biggest trading community in the world.

Already we possess the biggest share in the trade of China, but during the war Japan enormously increased her China business and at one period exceeded our figures. She is now a close competitor.

The United States has more than doubled her trade since 1914 and every year records a higher percentage of the total. Thousands of Chinese are studying in Japan and America, many thousands are back in China from those countries, and are disseminating what they have acquired of Japanese and American culture and ideas.

Returned students may not directly procure orders for locomotives or boilers, or piece-goods or woollens, but they do create an atmosphere favourable to buying from the country which they know. The finest hospital in Peking was recently been established in Peking by the Rockefeller Foundation, and the American Y.M.C.A. is represented in many Chinese cities, often magnificently housed and splendidly staffed. Japanese returned students all the Government officers. All their affiliations in foreign matters are Japanese, because they know no other foreign country.

Young China to-day are the apprentices in the huge business of conducting the manifold affairs of the country, but they will assuredly be the managers in the future, for the older order is weakening and giving way before the rush of ideas from outside. Ten years hence the returned students will be the most powerful political factor in China and their influence over the course of all commercial and industrial enterprise will be immense.

LOST BRITISH INFLUENCE.

As matters are now, with only a handful of British-educated Chinese in China, and only trifling numbers now studying among us, British influence among the young men of the day is negligible and will become less and less every year as the plans of Japan and America for establishing their prestige mature. It is not only a question of orders for boilers and piece-goods. Can we, to whom new markets are a vital necessity, who now supply China with nearly half of her total foreign purchases, who have immense vested interests in the country, who are so deeply concerned in the future of the Pacific, can we afford to let this great Pacific Power, fast awakening out of the lethargy of the past, develop politically and socially, commercially and industrially, without endeavouring to cultivate and maintain British influence among her people?

We are doing nothing directly to secure this end, while Japan and America and France are engaging in a great campaign of propaganda which shall spread their fame in the country and gain for them the good will of the Chinese. They are doing it with money drawn from China, and it is plain that we cannot continue to put in our pockets what others are spending on good works.

SCOTTISH LETTER.

THE TURN OF THE TIDE.

TRADE IMPROVING ALL ROUND.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, December 13th.

The trade at Leith and on the Forth recently showed signs of revival, and reports to the same effect now come from authoritative sources in the Clyde district. It is not a sensational upward movement, but a steady advance from the worst of recent years, and a gradual approach to the state of affairs existing before the war. Indeed, the Clyde Lighthouse Trust, which can tell from its financial statement how shipping is doing on the river, is in a position to say that should last year's tonnage increase continue they will soon be back to the 1914 basis.

It is significant, too, that the betterment is not due entirely to the increased revenue from shipping, but has been partly brought about by the reduced cost of coal and stores and the fall in wages. Industrial and commercial men and workers in factories have in recent months been cognisant of a gratifying upward trend. Not by any means in all factories has the impulse been unmistakable, but a great many have taken on a distinctly busier aspect, and a small but gratifying addition to the hands employed is showing from day to day.

In other industrial districts there is every ground for believing that, despite the existing amount of unemployment, the year will close in an atmosphere of real optimism. The iron and steel trades, for instance, show that a good deal of business which was expected to go to the Continent is being diverted to British works. Scottish tweed and hosiery manufacturers are losing the door look; their looms are being well occupied in turning out Spring goods, and repeat orders are quoted frequently. Manufacturers of leather goods, carpets, gloves, and hardware also report advances on the recent condition of affairs.

Shipbuilding, which experienced the heaviest slump in its history during the past year or two, is reviving rapidly. Contracts for two new ships have been placed on the Clyde, and two shipyards which have been shut down for some time are to be reopened and work resumed on vessels already on the stocks.

SCOTLAND AS MASONIC PIONEER.

Mr. Silas B. Wright, Masonic correspondent of the Grand Lodge of Florida, has been conducting an investigation into the claims to antiquity of the various Masonic Lodges of the world. He expresses the opinion that the oldest lodges in existence are in Scotland, and he gives the following list:—

- No. 0 Mother Kilwinning.
 - No. 1 The Lodge of Edinburgh.
 - No. 1 his Melrose St. John.
- These three were instituted before 1668.
- No. 1 ter Aberdeen (instituted before 1670).
 - No. 2 Camnangate Kilwinning, Edinburgh (instituted 30th December 1677).
 - No. 3 Some and Perth (instituted before 1668).

He adds:—"One of the oldest, claiming to be the oldest, Lodge in Scotland is Aberdeen, but this Lodge has no written records going as far back as those above mentioned."

The earliest information that is at present known of the Lodge is contained in the Burgh Records of the City of Aberdeen, where in an entry dated 27th June, 1432, there is a reference to the "Masons of the Lodge," and there are further references in 1484, 1485, and onwards.

LOST IN THE SAHARA.

Captain Angus Buchanan, the young Scottish explorer, who last spring got out on an expedition to Central Africa, is probably steadily getting where he wanted to, for he is a down lad, but he has not been heard from since the end of August. He and Mr. Bannell Rodd, with a caravan party and a cinema operator, are marching from Kano, in Northern Nigeria, across the unknown desert to a point on the Mediterranean coast. The very last letter from Buchanan said, "Not a living soul is seen. We are lost—hidden away in a forgotten recess in a land that has fallen into disuse." His main purpose is the collection of zoological specimens for the British Museum and Lord Rothschild. Captain Buchanan is one of an old literary family, redoubtable in the cricket and Rugby field.

A GREAT DRAMATIC CRISIS.

Mr. William Archer the translator of Ibsen and the eminent dramatic critic, who has just been entertained by the Critics' Circle of London, began his journalistic career as a leader writer on an Edinburgh evening newspaper, and his weekly salary was somewhere in the neighbourhood of £30. Tall, almost gaunt, with high cheek bones, and the unmistakable burr of the North in his tones, Mr. Archer is a "wee" writer. He was born in Perth 66 years ago, and has travelled much and written much.

"ON WITH THE DANCE."

Mr. Robert Horne has given up many of his activities, but not his dancing, and he is one of the most frequent and polished performers on the floor. He laments the popular legend that because a public man dances he must needs be of a frivolous nature. "It is exactly the other way about," he says. "When you read that some well-known man has been dancing you know that he has been taking exercise and clearing his brain."

Quite so. Let's refresh our reason in a reel!

THE HAGGIES.

We Scots, particularly those of the older generation, get much amusement out of the popularity of the haggies as a source of cynical comment in London newspapers on the occasion of our Robert Burns and St. Andrew's Day dinners. It is a subject which gives the English journalist endless scope for witticisms at our expense, and one which is trotted out regularly on all appropriate occasions. Probably it is to Burns that the haggies owe its immortality, but it has won it at the expense of many fine old Scottish national dishes. What, for instance, does the average Scot of to-day know of fast brose, skin, friar's chicken, porridge, liver pudding, crackit heads, leek-porridge, plum-porridge, or sticks o' cock? These are names which stir the imagination, yet in some cases it must be admitted that the name does not live up to its promise. Fillets o' cock, for example, has for its chief ingredients suet and oatmeal, which is not, perhaps, what one might expect. But stoved howtowies with crackit eggs as an example of culinary nomenclature must take a lot of beating, and the dish, moreover, is as quaint as its name. The haggie, it is to be feared, is a comestible which even the Scot of to-day knows little about technically; what too often is imposed on him is a modern concoction, eked out to an unreasonable degree with rice, and lacking all the old delicious subtleties of our great grandmother's spices. It is nothing better than a hash, the product of waste scraps.

A GOLF GREEN OF TEARS AND JOY.

If the Honourable Company of Edinburgh Golfers resolve on an almost complete reconstruction of their famous course at Muirfield as has been proposed, one of the first holes to disappear would be the first. It measures only 84 yards, and gives to Muirfield the distinction of being the only championship course that starts with a short hole. On sentimental grounds it has some claim to mortality. It has been the scene of many thrilling finishes in the amateur championship, and the players have ended the round all even. It was by doing this hole in 2 that Tolley kept the British amateur championship at home in 1920. He, and Robert Gardner, of Chicago, had halved the 36-hole final, and so the first hole played again decided the issue. Tolley, after a perfect tee shot to within four yards of the pin, got down his putt to win.

The Honourable Company, which dates back to 1744, had its first course at Leith, where golf was played centuries ago, and where, indeed, Charles I., lacking the placidity of Drake at bowls, broke off a match when news was brought to him of the Irish rebellion. In 1838 the Honourable Company went to Musselburgh, and in 1893 to its present home at Muirfield.

HONOUR FOR PROF. J. W. GREGORY.

A pleasing little ceremony preceded the lecture which Professor J. W. Gregory, who occupies the Chair of Geography in Glasgow University with so much distinction, gave before the Royal Geographical Society on his recent expedition into the Alps of South-Western China. The meeting was selected by the Society as a fitting presentation to Professor Gregory of one of its gold medals known as the Frix Eugene Galois. The medal, which was presented by the French Ambassador, was conferred on Professor Gregory for his geographical work in East Africa in connection with the Great Rift Valley, first in 1893, and more recently in 1910. The medal was instituted in 1890, and Professor Gregory is the first British geographer on whom the honour has been conferred.

OBITUARY.

Colonel John Donny, of the well-known firm of shipbuilders at Dumbarton, on the Clyde; 65. For some time he represented Kilmarnock Burghs in Parliament, served on special committees dealing with War Office contracts, shipping subsidies, and the mercantile marine. The War Office also availed themselves of his special acquaintance with matters pertaining to the Volunteer force. Donny, the Argyle Highlanders popularly known as "The Danny Highlanders."

Sir Charles Elphinstone Adam, Bart. of Blairadam, son of Mr. P. A. Adam, who died while he was Governor of Madras.

WORLD THEATRE.

A drama in five parts, full of fun, is being shown at the World Theatre, under the title "Room and Board." The father of Lady Noreen of Kildonan is killed during a fox hunt and his daughter is left to struggle against the debts of the estate and the dilapidated condition of the castle. Ephraim Boech and his son Desmond are scheming to get Lady Noreen to marry the younger Boech, but she is not amenable to means of raising money. Lady Noreen rents the castle and servants to a wealthy young American, pretending that she is only a housemaid and that her mistress has gone to the South of France. The American, whose name is Torrence O'Brien, and who is a distant cousin of Noreen's, proves to be a handy fellow and mends the hot water system and the rooms. The arrival of Robert Osborne, and his sister, Leila, makes it clear that the young woman expects to marry Torrence. This does not suit Noreen, who has commenced to take more than a passing interest in her lodger. She contrives to make things uncomfortable for the haughty Miss Leila and upsets her chances of becoming Mrs. Torrence. O'Brien, Noreen has concluded that she is in love with Torrence herself. This exactly suits Torrence, and being Irish by descent, he speaks right out and gives her a service of plates.

"THE GOLD DIGGERS."

The T. Daniel Frawley Company gave its penultimate performance at the Theatre Royal last night when an American farce of chorus girl life, entitled "The Gold Diggers" was presented in a large and appreciative audience.

The play was a burlesque of a familiar theme—the hectic lives of ladies of the chorus, their extravagance—with their admirers' money—and so on. Of plot there was little but the high spirits of the performers, and the quaint, unexpected turns of dialogue carried the play triumphant through to the evident satisfaction of the audience. The principal part was taken by Miss Adelaide Blood who was ably seconded by Miss Betty Barnicoat. Mr. T. Daniel Frawley gave a capable performance as James Blake, the lawyer. The Company gave of its best; though one could have wished for it a better play on which to expend its energies.

Tonight the final performance takes place, when the Company will present a comedy of French and Italian manners in the English style, entitled "Enter Madame."

BATTLE OF THE FALKLANDS
ADMIRAL'S AMUSING STORIES.

Following his lecture on the Victory, Nelson's old flagship, to the members of the Royal Colonial Institute on December 7th, Admiral of the Fleet Sir Doveton Sturdee responded to numerous requests for some stories of the Battle of the Falkland Islands. He recalled some interesting and amusing incidents of that memorable fight, which proved very entertaining to his hearers.

"We arrived there," said the gallant admiral, "eight years ago this day, and very shortly afterwards I held a conversation with the officers—we always called these gatherings 'mothers' meetings.' (Laughter.) It was at 2.30 a.m. that the Germans came out, and I asked the commander of the *Gneisenau* afterwards why he decided to move at that most inconvenient hour. (Laughter.) The *Kent* went out. (Laughter.) When we round the corner. (Laughter.) When we had got up steam we went out too, and then you know what happened. (Laughter.) I was very much favoured by the weather. It was a most wonderful day, with a visibility of twenty-five miles. We were not in a hurry; I eased speed, and piped to dinner, and afterwards served out rum. I was told afterwards that the stokers poured their liquor down the scuppers."

"After dinner I thought we ought to have a fight—(laughter)—so we set about it. We had 15th guns, and Von Spee gave the order to his cruisers to go. They went, and we went after them—that's all. (Laughter.) The *Scharnhorst*'s funnels soon went overboard, and then later the vessel turned turtle, and the *Gneisenau* followed. We managed to pick up a number of the enemy, but twelve of them died in the night. I arranged a military funeral in the morning, and in order to give the 130 prisoners we had saved an opportunity of being present, we marched them on to the deck. At first there was a little hitch. The men hesitated to go on deck, and we found they all thought they were going to be led out to be shot. We soon let it be known that the quarter-decks of British ships were not meant for that purpose, and they were much relieved—it would happen to them."

"My flagship, the *Invincible*, was struck several times, and a number of amusing shots came along. One of 'em made a hole in the stokers' mess deck, and some of the Germans were pulled through this hole which had been made by themselves. The person had hung by his clothes up in one part of the ship, and a shot came through, and he took off the tail of the coat and one leg of the trousers. (Laughter.) One shot struck a cash-box with about 300 or 400 sovereigns in it, scattering the coins all over the place. One of the officers collected them into a boot—(laughter)—and we found that only twenty were missing. (Laughter.) Another cash-box was struck, and the lid jammed very tight, but we soon altered that. (Laughter.)"

Commenting on the results of the battle, Sir Doveton Sturdee said that it had an immense effect on the insurance of vessels, the premiums for which dropped directly from 2½ to 1½ per cent. The two German ships were the crack shooting ships of the German navy. Their crews put up a good fight, and were good fellows—they had not learnt the bad practices they adopted afterwards. "They thoroughly understood they were not to surrender, and they went down with colours flying, and they deserve full marks for that. Von Spee was a gentleman; he always spoke well of Crocked, and we appreciated him for that. We only had nine men killed and fourteen wounded, whereas, as they said, the Germans lost 2,000. One of their losses was a man who had spent twenty years learning the waters of the Falklands, and was showing the German vessels the way. We did not regret his death. If these two big ships had got away they would have done a lot of damage. They could have got on the meat routes and stopped our supplies, and could have eaten up all our light cruisers, but by their annihilation we got command of all the waters outside the North Sea."

Sir William Grey-Wilson, a former Governor of the Falkland Islands, who presided, mentioned that it was the daughter of the local schoolmaster, who was on a lonely farm, who first saw the smoke of the approaching ships, and telephoned the news to Stanley. The Admiralty showed their appreciation by giving her a service of plates.

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BEECHAM'S PILLS

PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.)

PARIS, December 11th.
The one-piece visiting frock is an all-important garment just now, as the time of year has arrived when coats and skirts are no longer equal to the strain of Winter, and a dress covered up by a warm coat must take their place. Although tradition insists on these being in some fairly dark shade, designers are doing their best to add some note of gaiety and originality to them, with the result that this season's multitude of models, like those of last year, manage some how to combine attractiveness with warmth and utility. Velvet, satin and a light variety of gabardine are the favoured materials.

A simple yet becoming model in black satin which I saw recently chez Doeillet, was made with a boat-shaped neck, long sleeves and a full, double skirt opening up each side and lined with a bright-coloured satin, so that a flash of this was seen every time the wearer moved; there was no embroidery added, the only decoration being a metal belt placed at the ordinary waist-line and caught by a couple of cabochon clasps. Chez Herr, I saw another attractive model, made with a shoulder cape back joining on to the skirt at the hips down the side seam, the sleeves being cut in one with the front of the bodice, this latter hanging just slightly over the skirt at the waist. Round the edge of the cape was a wide border of roses worked in two tones of bright and dull silver, the same trimming appearing on the sleeves and nerves the bodice at the waist-line.

Many of the models I have seen at these and other designers show a penchant for flounces and frills, which seems to foretell that wider and more complicated skirts are to take the place of plain, straight ones in the near future.

For shopping or making friendly calls, gabardine or plainly-made satin frocks may be worn; but, for all ceremonious occasions, velvet must be in evidence. Black, brown (in light or dark tones), dark almond on bottle green and all the hosts of tints that run from copper colour to the new *pain brulé* are the colours which designers are making most use of. Delicate embroidery worked in gold or silver thread is added, as a trimming to this type of frock. There is also a good deal of beaded embroidery used, but that worked in tinsel thread, such as I have just described, is to be seen far more often. As most of the models are made with simple, draped lines that recall those of the Middle Ages, an embroidery showing a gold or silver note seems to be more in keeping.

Fur, also, is immensely popular as a trimming for velvet afternoon frocks of the more elaborate type. It is used for bordering the hem, edging the ends of the loose panels which so often figure on dresses of this kind, and as a finish to the neck and sleeves. Quite frequently, fur is used in conjunction with embroidery. Beaver, monkey and rabbit are the varieties one sees most of, with skunk and fox on gowns chosen with an utter disregard for the price to be paid. Deep bands of molekin also come under this category. Baby lamb's wool is also soft and becoming as a trimming, especially when allied to a velvet dress in a deep shade of royal blue or bottle green.

The latest version of the velvet coat-frock looks very much like a coat; it shows a skirt slightly eased at the waist, a straight, or cross-over top, and a perfectly plain skirt, unless the fastening has been drawn over to the left side and finished off in a series of cascades.

An attractive model which Phillips et Gaston have prepared for the Riviera season is in brown velvet, made with a cross-over top, rather full skirt and sleeves that are no more than a couple of round cape effects which fall back and expose the arms with every movement. All the edges are bordered with bands of material so closely rucked up that, at a distance, the impression of fur is produced. Doeillet is showing another becoming model in havanna brown (a very popular shade, by the way) with a tight-fitting collar of ribbon, finished off with a *thou* on the left side, and similar treatment of ribbon at the waist-line.

Worth is showing a model in kasha cloth with a slight, draped movement on the left side of the skirt, this being held in place by an enormous carved ivory buckle.

Some of these velvet coat-frocks just slip on like dressing-gowns plus sleeves, and a line is introduced into their composition by means of a girde that draws them in at the waist. In the street, they all button up tightly and look exactly like walking coats. In the house, they fold back gracefully with wide revers lined with bright-coloured brocade or velvet, revealing underneath a dainty vest of real lace or metal fabric. The new sleeve is a modified version of the old, leg-of-mutton type, finished with narrow cuffs that fit tightly round the wrist.

As well as velvet being the chosen material for frocks to be worn on extra-chilly days, it is also preferred to all others for coats and skirts to be worn on the rare occasions when the temperature is high enough to permit of this modified form of covering. At the races, last Sunday, this note was very much in evidence, and just as many coats and skirts in velvet were worn as frocks. If the shade chosen is black, a handsome vest in black and silver brocade, white kid painted with black motifs, or white silk moire bound with black silk braid and fastened with jet buttons is added. If the costume is in brown or *tête de nègre* velvet, the vest worn with it should be in gold and brown brocade, in suede decorated with a fine stencilled pattern, recalling the colour of the suit; or else in something gay, preferably Oriental in type. All shades of brown, from putty (Continued at foot of next column.)

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14-19



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to tête de nègre are popular for this type of costume, and all materials and all methods of trimming them are chosen for the ways that are worn with them. Naturally, with such a rage for velvet dresses and costumes, velvet hats are more worn than ever. Black, of course, is seen far more than any other shade, as the black hat has become a kind of tradition which Parisiennes are only too willing to respect. Occasionally one sees hats made of *tête de nègre*, beige or silver grey velvet, but these occupy a very modest place in the minority. Velvet coats and capes, trimmed with bands collar and cuffs of fur, are also a feature of the season's dressing.

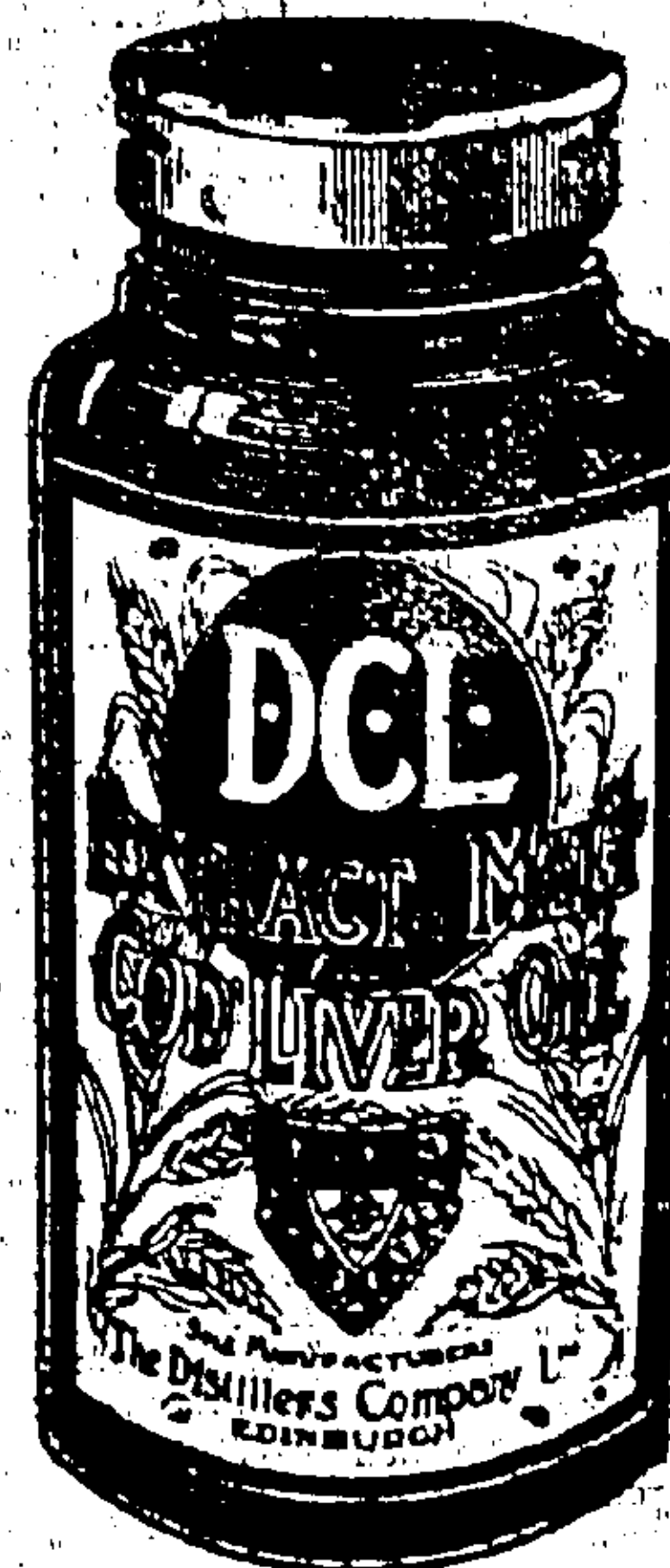
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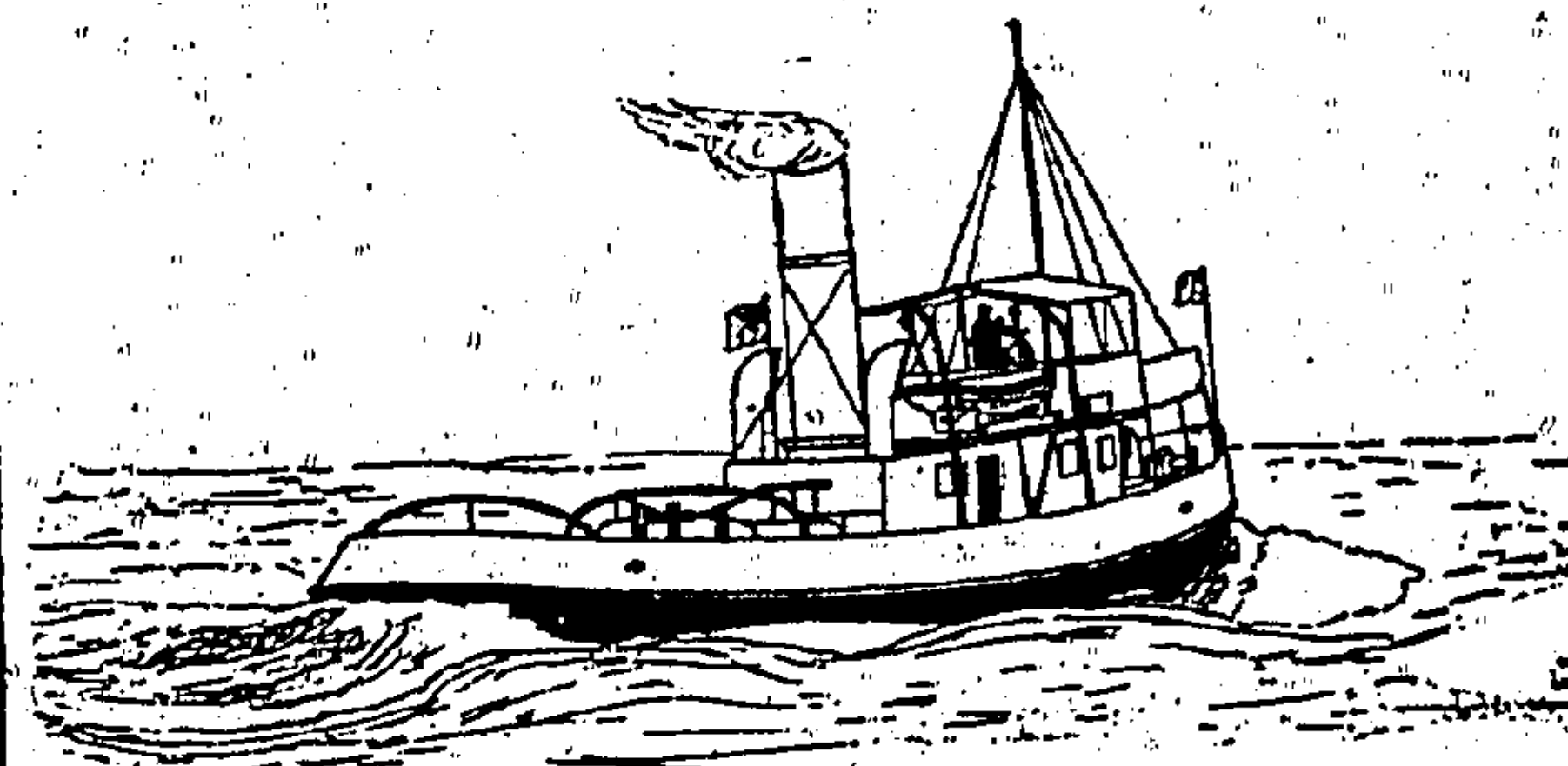
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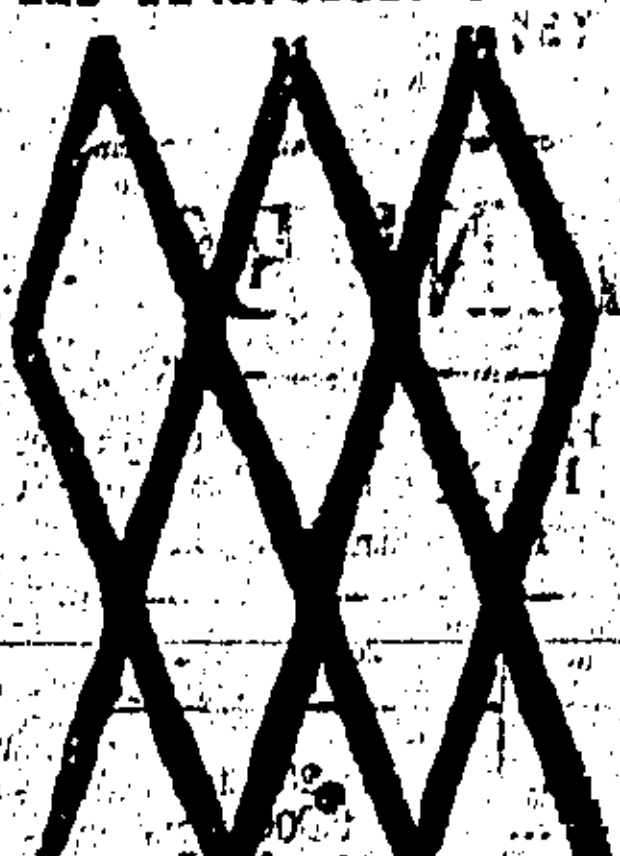
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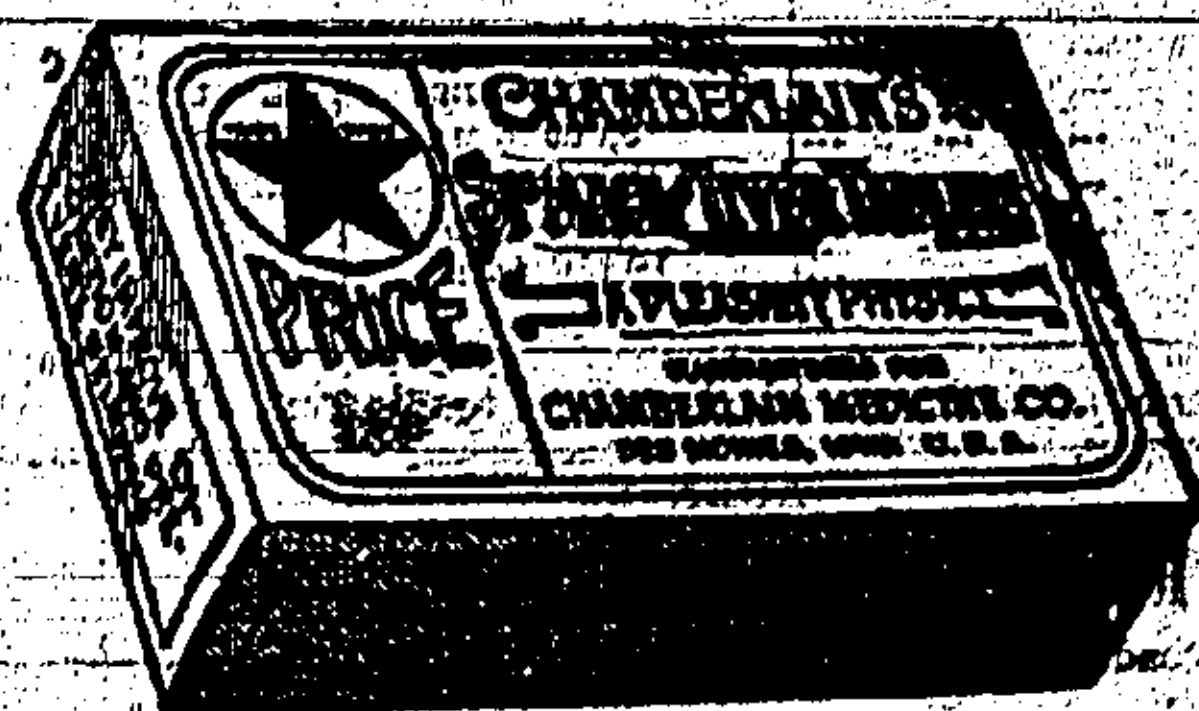
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RULE OF THE I.R.A. MISERY AND RUIN IN WEST OF IRELAND.

A correspondent in Ireland writes to the Times:—For over four months past the west of Ireland has been in a very disturbed state, and the seaboard beyond Galway has been completely isolated and cut off.

I was detained there for nine weeks, practically a prisoner, as there were no trains, few roads, no bridges, and certain dangers in travelling even by bicycle or on foot.

Even before this last outbreak of insurrection started, the country had been abandoned to, and was entirely in the control of the Irish Republican Army. The Royal Irish Constabulary barracks were vacated and burned, there were no British troops, no officials were allowed to officiate. No Free State control of any sort was even attempted, and so the rule of the I.R.A. prevailed. People were driven from their homes, orders were issued for Protestants to leave the country, motor-cars were stolen at will.

When serious trouble started in Dublin the "army of the west" mobilized. They had already seized all the motors and motor-bicycles, and they went round the country gathering in all the lads who had joined the Sinn Féiners. A small garrison established itself in the nearest town, another occupied a house whose owners had been turned out some months before. There they stayed, fishing the lake, driving the pony and trap, driving about in motors, taking the village girls for "joy rides," and, apparently, having a right good time. Except for these detachments, there were no young men to be seen in the neighbourhood. They had all mobilized at Castlebar, which was (so-called) headquarters, and where a stand was expected to be made. Later on, this town was evacuated without any attempt at a fight, but, as usual, many buildings were burned.

NO CRITICISM OF THE "REPUBLIC." The Irregulars commanded all the flour, and there was a great scarcity of food. Telephones and telegraph wires were all cut, and if a belated post was brought through by boat round the coast, or by devious routes, it was held up and censored. We had four Republicans sitting in the post-office, and a couple more at the large Malton station, about ten miles away. They were armed with revolvers, and used very threatening language to the operators. Ultimately, they burned part of the transmitting station, and put the whole affair out of gear.

There was a notice posted on the telegraph poles and schoolhouse, that anyone heard talking against the Irish Republic would be Court-martialled and punished. No one was allowed to have a newspaper. A man in the nearest town got one a few days old. He was reading it aloud to an excited audience, when the Irregulars demanded it. He refused and they brought out revolvers. He fled to a friend's house. They hunted for him, and dragged him out of bed at 2 in the morning and imprisoned him in the old workhouse.

There was much illness in the country, and several cases of typhus, and, though the doctors are efficient, they were no facilities in the district for breaking serious disease. The Brigadier-General of the district—formerly a garden boy, and afterwards a soldier who served in the Connaught Rangers—ordered the doctors to paint Red Crosses on their cars and to get permits to use the same. As petrol was almost impossible to obtain, they could not go their rounds, and last week a main bridge was blown up, completely isolating a whole district from medical help.

The people are being ruined. Salmon netting had to stop, fishing is over, because there is no way of selling fish. Lobsters usually go to Billington, and are sold at 9s. a dozen. The loss to the whole country is enormous. On their summer fishing depend small comforts and groceries for the dark winter months. There were many cases of real distress, as there was no money in the country.

A DISGUSTED PEASANT. Recently an order was posted on the chapel door that no motors were to be used, and would be fired on at sight. This order has been carried out. The priest died about ten days ago, and a car was sent forty-five miles or so to Westport to bring back a coffin. It was fired on, and the driver had to take refuge in the chapel. When I travelled up myself, I had to pass through a pitched battle in the same town, where five men were killed.

As the Irregulars were slowly driven from other parts of Ireland, they fled to the isolated parts of the country, and soon the mountains all round the house we lived in were full of them. They raided a house of men's clothing, and came into the local hotel, leaving their wet things and taking dry underwear instead. They did not actively molest us, but it is a terrible feeling to know how completely one is at their mercy. A small body of Free Staters came to Oisfin and opened the Marston station. As soon as the garrison fled without striking a blow, Oughterard, a small town, was liberated after an occupation of over three months. Some time ago, as there was a rumour of the approach of the Free Staters, they made a "strategic move to the rear." They burned the barracks and hastily decamped, retreating to the mountains, and taking all the foodstuffs they could find and driving off a number of fat cattle. They also kidnapped the local butcher, as they did not like the job of slaughtering the animals themselves. They have since returned to the lowlands, where they are occupying the house of a friend of mine.

One thing, at least, this state of affairs has done. It has thoroughly disgusted the peasantry with the Irish Republic. They are not very educated, and know little of the outer world, and for all time their idea of an Irish Republic will be associated with what they have gone through this year. The people are in danger of actual starvation. Employers

(Continued at foot of next column.)

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are driven out of the country; it is too risky to invest money in any enterprise over here. Lately, might have saved the country at the time, but now the people have forgotten how to work. This new generation of young men, who have been paid by foreign money to terrorize the peaceful part of the community who have been and are living by loot and plunder, lording it in other people's motors, have no idea of working, even if there was work for them to do.

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SHANGHAI via SWATOW	"LOKSANG"	Tuesday, 23rd Jan., 10 a.m.
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"GLENSHANE"	30th Jan.	"GLENBEG"	29th Jan.	London, Hull, Rotterdam and Hamburg.
"FEMBORESHIRE"	26th Feb.	"GLENBANDA"	15th Feb.	London, Hull, Rotterdam and Hamburg.

Movements are subject to change without notice.

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Kanagawa	Miyako Hotel	Kanagawa Hotel	Tokyo Station Hotel
Kanagawa	Miyako Hotel	Kanagawa Hotel	Tokyo Station Hotel

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Taipei	Taiwan Railway Hotel

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Kobe (Soochow)	Changsha
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Yantai	Yantai Hotel
Yantai	Yantai Hotel

IN MANCHURIA	
Harbin	Hotel (Makino)
Harbin	Yantai Hotel
Harbin	Yantai Hotel
Harbin	Yantai Hotel

IN CHINA	
Kobe (Soochow)	Changsha
Changsha	Yantai Hotel
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Yantai	Yantai Hotel

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SHIPPING NEWS

ARRIVALS.

January 21st.

Akemono Maru, Japanese str., 1,383 tons, Capt. K. Toyama, from Hirata Island, with sand.—Y.K.K.
Kanagawa, Chinese str., 1,468 tons, Capt. Charles Stewart, from Shanghai, with a general cargo.—China Merchants S.N. Co.
Waser, German str., 5,350 tons, Capt. T. Jackens, from Singapore, with a general cargo.—Robert Dellar & Co.

January 22nd.

Chusan, British str., 1,408 tons, Capt. C. R. More, from Bangkok, with a general cargo.—J.M. & Co.
Hellas, Norwegian str., 818 tons, Capt. Ellingsen, from Sebastia, with coal.—Thorson & Co.
Kojun Maru, Japanese str., from Canton.
Newchwang, British str., 1,501 tons, Capt. C. Isbister, from Shanghai, with a general cargo.—B. & S.
Sungshu Maru, Japanese str., from Canton.

Typhoon, Dutch str., 3,310 tons, Capt. J. R. Buys, from Amoy, with a general cargo.—J.O.J. L.
Tangle, Chinese str., 832 tons, Capt. T. Azuma, from Chefoo, with a general cargo.—Yue Tai Hong.
Yuan Heng, Chinese str., 1,111 tons, Capt. H. C. Foy, from Saigon, with rice, Yuen Seng Fat.

Kuening, British str., 1,128 tons, Capt. S. O. Mifford, from Manila, with a general cargo.—J.M. & Co.

CLEARANCES.

January 21st.

Tanifu, for Shanghai.
 January 22nd.
Akemono Maru, for Takao.
Chenchi, for Swatow.
Dainichi Maru, for Dairen.
Kyngor, for Singapore.
Kuening, for Canton.
Hallas, for Canton.
Heddingen, for Swatow.
Jade, for Pakhoi.
Kaijo Maru, for Swatow.
Kuening, for Shanghai.
Kuening, for Canton.
Lokung, for Swatow.
Newchwang, for Canton.
Nishu Maru, for Bangkok.
Protector, for Manila.
Rodnorshire, for Shanghai.
Sungshu Maru, for Swatow.
Tai Sze Ma, for K. C. Waa.
Van Oosthuizen, for Singapore.
Wusun, for Shanghai.
William Penn, for Foochow.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due Feb. 21st.
Astolycus (Blue Funnel), due Feb. 28th.
Helena (Blue Funnel), due Feb. 3rd.
Kaga Maru (N.Y.K.), due Jan. 24th.
Peleu (Blue Funnel), due Jan. 25th.
President Wilson (Pacific Mail), due Feb. 4th.
Rhesus (Blue Funnel), due Jan. 26th.
Tamba Maru (N.Y.K.), due Jan. 26th.
Tataota Maru (N.Y.K.), due Jan. 26th.
Telenachus (Blue Funnel), due Feb. 4th.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Dongola* left London on January 19th.
 The P. & O. s.s. *Sardinia* left Shanghai for this port on January 20th, at 1 p.m., and is due here on January 21st, at about 8 a.m.

The R.M.S. *Empress of Australia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on Jan. 18th, and is due here on February 8th. She is due at Yokohama on January 31st.

The s.s. *City of Singapore* (Bank Line, Ltd.), left Suez on January 19th, and is due to arrive at Hongkong on February 13th.

The N.Y.K. s.s. *Sado Maru* (Calcutta line) left Kobe for Hongkong via ports on January 20th, and is expected here on January 27th.

The N.Y.K. s.s. *Mito Maru* (Hamburg line) left Dairen for Hongkong via Shanghai on January 19th, and is expected here on January 26th.

The N.Y.K. s.s. *Hakone Maru* (European line) left Singapore for Hongkong on January 25th, and is expected here on January 30th.

The N.Y.K. s.s. *Tamba Maru* (Bombay line) left Meji for Hongkong on January 21st, and is expected here on January 26th.

The N.Y.K. s.s. *Lima Maru* (Hamburg line) left Singapore for Hongkong on January 20th, and is expected here on January 26th.

The s.s. *Keemun* (Blue Funnel) for Genoa, Marseilles, Liverpool and Glasgow left Shanghai on January 22nd, and will be despatched on the same day, at 5 p.m.

WEATHER REPORT.

Jan. 22nd, at 11.42.—Pressure has decreased considerably over N.E. Japan, moderately from S.W. Japan to the Loochoos and slightly from Formosa to Tongking. It has increased considerably from Vladivostok to Wei halow.

The anticyclone has broken up. Another has formed over S.E. Mongolia.

A depression has formed to the south of Guam.

Hongkong rainfall for the 24 hours ending at 10 a.m., 22nd Jan., 0.13 in. Total since January 1st, 0.13 in. against an average of 0.74 in.

The forecast for the 24 hours ending at noon, 23rd Jan., is as follows:—

DISTRICT FORECAST

Hongkong to Gap Rock { N.E. winds, moderate; fair.

Formosa Channel ... { The same as No. 1.

South coast of China between Hongkong and Lamooka { The same as No. 1.

South coast of China between Hongkong and Hainan { The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 22nd.

	Previous Day at 2 p.m.	at 6 a.m.	at 1 p.m.
Barometer	29.98	30.01	29.98
Temperature	67	66	70
Humidity	83	84	78
Wind Direction	E	E	E
Force	5	3	3
Weather	0	od	C
Rain	0.00	0.00	0.13

Highest open-air Temperature on 21st ... 69
 Lowest open-air Temperature on 22nd ... 64

HONGKONG TIDE TABLE.

From Jan. 23rd to 29th, 1923.

From Jan. 20th to 29th, 1880.									
High Water.					Low Water.				
Days of Week	Days of Month	H'kong Standard Time			Height.	H'kong Standard Time			Height.
		h.	m.	ft. in.		h.	m.	ft. in.	
Tues.	23	0	25	5 7		7	25	3 0	
		2	17	5 1		7	25	3 0	
Wed.	24	1	13	5 1		8	13	3 4	
		2	08	5 0		8	13	3 4	
Thur.	25	3	41	4 6		10	38	3 2	
		4	11	5 3		9	32	3 2	
Fri.	26	5	31	4 2					
		6	28	5 8					
Satur.	27	7	58	4 0		0	4	3	
		8	58	5 6		10	24	3 2	
Sun.	28	9	18	3 9		11	19	3 4	
		10	18	4 4		11	19	3 4	
Mon.	29	11	38	3 3		0	14	1	
		12	38	6 9		1	05	3	

INSURE WITH THE OCEAN

ACCIDENT & GUARANTEED CORPORATION, LIMITED

ACCIDENT & ILLNESS MOTOR CARS, MOTOR CYCLES FIDELITY GUARANTEES SAGGAGE BURGLARY EMPLOYEES INSURANCE ETC.

SHANGHAI OFFICE—

44, PRINCE ROAD.

AGENTS for Hongkong

and South China.

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TELEPHONE 10, 1090, 2, QUEEN'S BLD.

SAVARESSE'S SANTAL CAPSULES

The best internal treatment. Specially made in a way that prevents absorption of mucus. From all chemists.

THE EAST ASIATIC CO., LTD., COPENHAGEN.

The M.S. "AUSTRALIEN"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS, about 16th February, 1923.

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Afrika"	28th February	16th April
M/S. "Indien"	12th March	19th April
M/S. "Chile"	1st April	8th May

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Agents.

CANADIAN PACIFIC STEAMSHIPS LIMITED

Reduced Fares to Europe First-Class

£120

Connecting with Canadian Pacific Atlantic Empresses.

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Connecting with Monoclass Cabin Atlantic Steamers.

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Connecting with Canadian Pacific Atlantic Empresses.

New Canadian Pacific Monoclass Cabin Atlantic Service.

MONT LAURIER 17,100 tons gross. MONTROSE 16,400 tons gross.

MONTCLARE 16,400 tons gross.

If desired, passengers may be routed via any Atlantic Port.

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TELEPHONE 762.

HONGKONG OFFICE.

CABLES: GACANPAC.

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OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

THROUGH FARES HONGKONG TO EUROPEAN PORTS

CABIN £98

2nd cabin U.S.G. \$363.15

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING"

March 14th, 1923.

s.s. "CHINA"

February 6th, 1923.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN"

To Singapore, Batavia, Semarang, Sourabaya.

February 2nd.

s.s. "GORJISTAN"

To Swatow and Amoy.

January 25th, 1923.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

also Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

FRANCIS BUILDING

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Central No. 1934.

100 HONG STREET

TEL: PASSENGER DEPT. & AGENT

Central No. 2161.

CABLE ADD: "CHMAIL"

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
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REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hothow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
 Branch Office: No. 37, Bonham Strand, West. Tel. Central No. 185.
 Main Office: Top Floor, King's Building. Tel. Central No. 140.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are the marvelous properties likely ever to be surpassed in disease arising from impure blood. It purifies the blood and expels from the vital system every lurking trace of poisonous matter, curing blood and skin diseases, rheumatism and glandular swellings, head aches, dizziness, nervousness, general debility, nervousness, and all other ailments of the blood. It improves the general health and cures every kind of impure blood, and is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system. It is the only medicine that can be taken without any danger to the system.

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N. Y. K.

SAILING SERVICE TO ALTERNATE

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KAGA MARU ... Wednesday, 7th Feb., at 11 a.m.

IYO MARU ... Thursday, 1st Mar., at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c

KATORI MARU ... Wednesday, 21st Jan., at 11 a.m.

ATSUTA MARU ... Wednesday, 14th Feb.

HAMBURG via LONDON & ROTTERDAM

MITO MARU ... Saturday, 27th Jan.

LIVERPOOL via MARSHALLS & VALENCIA.

DELAGOA MARU ... Thursday, 8th Feb.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 14th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 21st Mar.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 5th Feb.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

SOMBAY via Singapore and Colombo.

TAMBA MARU ... Saturday, 27th Jan.

RANGOON MARU ... Saturday, 10th Feb.

JALOUTIA via Singapore, Penang & Bangkok.

SADO MARU ... Sunday, 28th Jan.

YAMAGATA MARU ... Friday, 9th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

TAKETOYO MARU (calling Meji) ... Wednesday, 24th Jan., at 4 p.m.

HAKONE MARU ... Wednesday, 31st Jan.

SUWA MARU ... Wednesday, 14th Feb.

For further information apply to— NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone: Central Nos. 292 & 293.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "Apus" ... Due Hongkong 23rd Jan.

Leave Hongkong 25th Jan.

U.S.S.B. "West Ivan" ... Due Hongkong 25th Feb.

Leave Hongkong 27th Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND SINGAPORE.

U.S.S.B. "Dewey" ... Due Hongkong 18th Feb.

Leave Hongkong 19th Feb.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply to

STRUTHERS AND BARRY,

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINE

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 3006.

G. P. BRADFORD, Esq. Agent.

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(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

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22nd January.

1st Class Fare to Singapore:—\$100.

This vessel offers excellent cabin accommodation for saloon passengers

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

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Telephone Central No. 1574

Agents

HUGO STINNES LINIEN

Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
Ludendorff ...	12,250 tons	about 27th Jan.
*Carl Legion ...	9,000 tons	about 2nd half Feb.
Havenstein ...	12,250 tons	about 2nd half Mar.
*Adolf von Beyer ...	9,000 tons	—
Hindenburg ...	12,250 tons	—

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Emil Kirdorf ...	9,000 tons	about 30th Jan., 1923.
Ludendorff ...	12,250 tons	about 2nd half Feb.
*Carl Legion ...	9,000 tons	about 2nd half Mar.
Havenstein ...	12,250 tons	about 2nd half April.
*Adolf von Beyer ...	9,000 tons	—
Hindenburg ...	12,250 tons	—

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

CITY OF SIMLA ... 13th Feb. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF YORK ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

CITY OF SIMLA ... 13th Feb. ... Shanghai, Kobe & Yokohama.
CITY OF YORK ... 14th Feb. ... Marseilles, London & Hamburg.
CITY OF SIMLA ... 14th Feb. ... Marseilles, London & Hamburg.
CITY OF POONA ... 2nd half April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

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Joint Service of the

"BLUE FUNNEL" LINE

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AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

CITY OF DUNKIRK ... Via Suez Canal ... 25th January.
NINGCHOW ... Via Suez Canal ... 5th February.
CITY OF BAGDAD ... Via Suez Canal ... 15th February.
HYSON ... Via Suez Canal ... 25th January.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

REISS & CO., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
AMBOISE ...	...	...	27th Jan.
CORDILLERE ...	...	...	6th Feb.
ANGKOR ...	15th Dec.	20th Jan.	20th Feb.
ANGERS ...	29th Dec.	2nd Feb.	6th March
AZAY-LE-RIDEAU ...	15th Jan.	16th Feb.	20th March
PORTHOIS ...	26th Jan.	2nd March	2nd April

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and First Doctor's Attendance).

A CLASS (1st Class) ... \$150. 0s. 0d. B CLASS (1st Class) ... \$110. 0s. 0d.
STRAKERS (2nd) ... \$80. 0s. 0d. STRAKERS (2nd) ... \$60. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

C. PIERRE LECOQ (2nd part Feb. for HAVRE, ANTWERP & DUNKIRK).
Sailings and dates subject to alteration without notice.

For further Particulars apply to—

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CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

(FOR)

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Tuesday, 32nd Jan., at 1 p.m.
HAIHONG ... Capt. J. S. Thomson ... Friday, 26th Jan., at 1 p.m.
HAIHONG ... Capt. Ellis Walker ... Tuesday, 29th Jan., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—
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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SARDINIA"	6,580	14th Jan. 11 a.m.	Marseilles, London & Antwerp.
"SUDAN"	6,700	26th Jan. Noon	Spore, Penang, Colombo & Bombay.
"NELLOR"	6,583	7th Feb.	Marseilles, London & Antwerp.
"DELTA"	8,000	7th Feb.	Mars, L'don, A'werp, & R'dam.
"KHIVA"	9,000	21st Feb.	Mars, L'don, A'werp, & R'dam.
"SIOHIA"	6,700	23rd Feb.	Spore, Penang, Colombo & Bombay.
"BANCA"	6,580	6th Mar.	Singapore, Colombo & Bombay.
"MORBA"	11,000	19th Mar.	Bombay, Mars, L'don, & A'werp.
"SUDAN"	6,700	19th Mar.	Spore, Penang, Colombo & Bombay.
"KASHMIR"	8,800	31st Mar.	Marseilles, London & Antwerp.
"DONGOLA"	8,000	4th Apr.	do
"SIOHIA"	6,580	13th Apr.	Spore, Penang, Colombo & Bombay.
"NANNIN"	7,000	18th Apr.	Marseilles, London & Antwerp.
"KARMALA"	9,000	2nd May	do
"KASHGAR"	9,000	18th May	do
"SYANZAI"	7,000	30th May	do
"NOVARA"	6,580	13th June	do
"DELTA"	8,027	27th June	do
"MALWA"	10,341	11th July	do
"DEVANHA"	8,027	25th July	do

* Will Call at Hamburg if sufficient inducement offers.

BRITISH INDIA - APCAR. SAILINGS

"GREGORY APCAR" 7,000 31st Jan. Singapore, Penang & Calcutta.
"TAKADA" 7,000 11th Feb. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALEASS" 45,000 31st Jan. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
Omita Sandakan.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Sydney and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"MOREA" 11,000 27th Jan. Shanghai, Moji, Kobe & Yokohama.
"TORILLA" 5,300 4th Feb. Shanghai & Japan.
"LAHORE" 5,300 5th Feb. Shanghai, Moji, Kobe & Yokohama.
"EASTERN" 6,000 6th Feb. Japan Direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.
First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore, Calcutta, or Singapore and Madras in the ships of their P. & O. Ticket.
Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For further information, Freight Rates, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

21, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... 10th February.
S.S. "CELTIC PRINCE" ... about 9th March.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165

Telegrams (Maritime)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES.
Monthly direct service via Singapore and Port Said."ARGON MARU" (Omit Marseilles) ... Thursday, 15th Feb.
BUENOS AIRES-BIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN ... SAIGON & SINGAPORE ... PASSENGER SERVICE.
"CHICAGO MARU" ... Wednesday, 14th Feb.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"SUMATRA MARU" ... Monday, 14th Feb.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"KISHU MARU" ... Thursday, 1st Feb.CALCUTTA—Monthly Service via Singapore, Penang & Rangoon
"BOBNEO MARU" ... Monday, 12th Feb.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Japan Ports—taking cargo OVERLAND POINTS U.S.A. & CANADA—Passenger Service."AFRICA MARU" ... Friday, 16th Feb.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports."ALASKA MARU" ... Thursday, 25th Jan.
JAPAN PORTS—Kobe & Yokohama
"LONDON MARU" (Taking Passengers) ... Wednesday, 24th Jan.KELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAJO MARU" ... Tuesday, 23rd Jan.TAKAO via SWATOW & AMOY.
"SOMA MARU" ... Monday, 22nd Jan.
For sailing dates and further particulars please apply to—
K. SHIMA, Manager.

Tel. Central No. 4000.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SAIGON	"PAKHOU"	On 23rd Jan. 10 a.m.
SWATOW & BANGKOK	"CHENGTHU"	On 23rd Jan. 10 a.m.
MANILA, CEBU & ILOILO	"TAMING"	On 23rd Jan. 10 a.m.
AMOI, SHANGHAI & TSINGTAO	"SUNNING"	On 24th Jan. 10 a.m.
NINGPO & SHANGHAI	"KWEILIN"	On 24th Jan. 10 a.m.
SWATOW & SHANGHAI	"NEWCHWANG"	On 25th Jan. 10 a.m.
SHANGHAI, WAIHAIWEI, CHEFOO & TIENTSIN	"FENGTEEN"	On 25th Jan. 10 a.m.
HAIPHONG	"TEAN"	On 26th Jan. 10 a.m.
HOIHOW	"KIUNGCHOW"	On 26th Jan. 10 a.m.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 27th Jan. 10 a.m.
SHANGHAI, WAIHAIWEI, CHEFOO & TIENTSIN	"TUNGCHOW"	On 27th Jan. 10 a.m.
SWATOW, SHANGHAI & FUKOW	"LIANGCHOW"	On 28th Jan. 10 a.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fookow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooming.

HANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

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Telephone: Central 38.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents.

CARGO: PASSENGERS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.).

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sarsakan, Manila & Australian Ports.
"TAIYUAN"	18th Feb.	24th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced 3rd class Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and passage apply to— BUTTERFIELD & SWIRE
(John Swire & Sons, Ltd.), Agents.
Telephone: Central No. 25.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON.

For NEW YORK & BOSTON via SUEZ

S.S. "EOWIS CASTLE" ... sailing on or about 5th January.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR TEVERI, BLACK SEA & PANUPE PORT.

FIUME, having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" ... sailing on or about 2nd February.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME" ... sailing second half of January.

S.S. "PERSIA" ... sailing second half of February.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS via COLOMBO.

S.S. "UMSINGA" ... sailing about 10th February.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS.

U.S. SHIPPING BOARD EMERGENCY
FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports £120 payable in local currency.
First Class Throughout.SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA and HONOLULU;
LEAVE HONGKONG: ARRIVE SAN FRANCISCO:
S.S. "PRESIDENT CLEVELAND" ... Jan. 23rd ... Feb. 15th
S.S. "PRESIDENT PIERCE" ... Feb. 5th ... Feb. 28th
S.S. "PRESIDENT WILSON" ... Feb. 14th ... Mar. 6th

Sailings and Fares subject to change without Notice.

HONGKONG-MANILA SERVICE

Leaves Hongkong

Arrives Manila

S.S. "PRESIDENT PIERCE" ... Jan. 24th ... Feb. 25th
S.S. "PRESIDENT WILSON" ... Feb. 5th ... Feb. 26th
S.S. "PRESIDENT LINCOLN" ... Feb. 26th ... Feb. 27th

HONGKONG-CALCUTTA SERVICE

For CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FAULK" ... Feb. 2nd.

TAMPA INTER-OCEAN S.S. CO.

For SAVANNAH, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "DREYER" ... Jan. 27th
S.S. "HEFFRON" ... Mar. 7th
For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Address: Cable: "SOLAF" 1st Floor, Queen's Building, Hongkong.

Agents: AT CANTON—REISS & Co.

POST OFFICE NOTICE.

Telegraphic Communication with Waglan Light-house is interrupted.

The rate of postage on letters posted in Hongkong addressed to Macao is now 4 Cents for each one or any fraction thereof.

INWARD MAIL.

FROM	PER	DATE
U.S.A., JAPAN & SHANGHAI	Pres. McKinley	23rd inst.
SHANGHAI	Kaga Maru	23rd inst.
JAPAN	Gorjisan	24th inst.
SHANGHAI	Soochow	24th inst.
JAPAN	Tambo Maru	26th inst.
SHANGHAI	Kito Maru	26th inst.
SHANGHAI	Lima Maru	28th inst.
SHANGHAI	Mora	27th inst.
1922		
JAPAN	Sado Maru	27th inst.
SHANGHAI	Hakone Maru	30th inst.
BOMBAY	Takaka Maru	30th inst.

OUTWARD MAILS.

FOR	PER	DATE
Bangkok	Ginam Maru	Tuesday, 23rd, 8.00 A.M.
Swatow	Saijo Maru	9.00 A.M.
Philippine Islands	Harold D. Lar	10.30 A.M.
Takaka	Sanka Maru	10.30 A.M.
Swatow, Amoy and Foochow	Hakow	Noon
Philippine Islands	Tamara	2.00 P.M.
Batavia, Samarang and Sourabaya	Tjitaroom	4.00 P.M.
Shanghai	Luchow	4.30 P.M.
Samarang and Wuchow	Sunair	5.00 P.M.
Amoy		
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Aden, Egypt & EUROPE via MAR. SEILLES—due Marseilles, 24th Feb.	Sardinia	Parcels ... 5.00 P.M. Registration ... 9.00 A.M. Letters ... 9.00 A.M.
1923		
Swatow	Ting Sang	5.00 P.M.
Saigoa	Pong Tong	5.00 P.M.
Swatow	Wo Sang	Thursday, 25th, 9.00 A.M.
Shanghai, Japan, Canada, U.S.A. Central & South America, & EUROPE via VANCOUVER B.C.—due Vancouver, B.C. 12 h. Feb. 1923	Empress of Asia	Registration ... 2.15 A.M. Letters ... 10.00 A.M.
*Sydney Melbourne Adelaide Perth Fremantle & New Zealand via Balikpapan—due Sydney about 23. 1/2.	Ohayo Maru	1.30 P.M.
Philippine Islands	Pres. McKinley	3.30 P.M.
Shanghai Dairen Japan Honolulu Canada U.S.A. Central & S. America Europe via San Francisco—due San Francisco 5th Feb. 1923	Siberia Maru	Friday, 26th, 9.15 A.M. Registration ... 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Aden, Egypt & EUROPE via MAR. SEILLES—due Marseilles, 24th Feb.	Soudan	Registration ... 9.45 A.M. Letters ... 10.30 A.M.
Swatow, Amoy and Foochow	Haiching	Noon
Straits and Calcutta	Fookiang	1.00 P.M.
Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi, Aden, Egypt & EUROPE via MAR. SEILLES—due Marseilles, 24th Feb.	Amboise	Saturday, 27th, 12.45 P.M. Registration ... 1.30 P.M.
Swatow, Amoy and Foochow	Haiching	Tuesday, 30th.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via D'Kodi, Aden, Egypt & EUROPE via MAR. SEILLES—due Marseilles, 24th Feb.	Katori Maru	Wednesday, 31st, 8.45 A.M. Registration ... 9.30 A.M.
Philippine Islands	St. Albans	Registration ... 9.45 A.M. Letters ... 10.30 A.M.

LOCAL AND REGULAR MAILS OUTWARD

FROM SHANGHAI BRANCH FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samahai	7.30 A.M.	9.30 P.M.	7.30 A.M.
Tai Ping Tang	8.30 P.M.	9.30 P.M.	9.30 P.M.
Shai K'ei	9.30 P.M.	9.30 P.M.	9.30 P.M.
Rongmoon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kaukong	9.30 P.M.	9.30 P.M.	9.30 P.M.
Wuchow	9.30 P.M.	9.30 P.M.	9.30 P.M.

*Corrected on bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT).

"DIOMED" 29TH JAN. London, Antwerp, Rotterdam & Hamburg.
"TELEMACHUS" 5TH FEB. London, Rotterdam & Hamburg.
"TEIRESIAS" 12TH FEB. London, Rotterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).
"KEERMUN" 25TH JAN. Genoa, Marseilles, Liverpool & Glasgow.
"CYCLOPS" 1ST FEB. Marseilles, Havre, Liverpool & Glasgow.
"PELEUS" 20TH FEB. Genoa, Marseilles, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KOREA AND YOKOHAMA).
"PROTESILAUS" 5TH FEB. Victoria, Seattle & Vancouver.
"ACHILLES" 6TH MAR.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).
"NINGCHOW" 5TH FEB. via Suez.
"HYSON" 25TH FEB. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 12TH FEB. for Singapore & London.
"PYRRHUS" 2ND APR. for Singapore & London.
"MENTOR" 7TH MAY for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Sole Agents for Suez, Panama, Colon, etc.)

SPECIAL

OPENING QUOTATIONS.

32nd January, 1923.	
DOH—	—
Telegraphic Transfer	2/3 1/2
Bank Bill, on demand	2/3 1/2
Bank Bill, at 30 days sight	2/3 1/2
Bank Bill, at 60 days sight	2/3 1/2
Bank Bill, at 90 days sight	2/3 1/2
Bank Bill, at 120 days sight	2/3 1/2
Bank Bill, at 150 days sight	2/3 1/2
Bank Bill, at 180 days sight	2/3 1/2
Bank Bill, at 210 days sight	2/3 1/2
Bank Bill, at 240 days sight	2/3 1/2
Bank Bill, at 270 days sight	2/3 1/2
Bank Bill, at 300 days sight	2/3 1/2
Bank Bill, at 330 days sight	2/3 1/2
Bank Bill, at 360 days sight	2/3 1/2
Bank Bill, at 390 days sight	2/3 1/2
Bank Bill, at 420 days sight	2/3 1/2
Bank Bill, at 450 days sight	2/3 1/2
Bank Bill, at 480 days sight	2/3 1/2
Bank Bill, at 510 days sight	2/3 1/2
Bank Bill, at 540 days sight	2/3 1/2
Bank Bill, at 570 days sight	2/3 1/2
Bank Bill, at 600 days sight	2/3 1/2
Bank Bill, at 630 days sight	2/3 1/2
Bank Bill, at 660 days sight	2/3 1/2
Bank Bill, at 690 days sight	2/3 1/2
Bank Bill, at 720 days sight	2/3 1/2
Bank Bill, at 750 days sight	2/3 1/2
Bank Bill, at 780 days sight	2/3 1/2
Bank Bill, at 810 days sight	2/3 1/2
Bank Bill, at 840 days sight	2/3 1/2
Bank Bill, at 870 days sight	2/3 1/2
Bank Bill, at 900 days sight	2/3 1/2
Bank Bill, at 930 days sight	2/3 1/2
Bank Bill, at 960 days sight	2/3 1/2
Bank Bill, at 990 days sight	2/3 1/2
Bank Bill, at 1020 days sight	2/3 1/2
Bank Bill, at 1050 days sight	2/3 1/2
Bank Bill, at 1080 days sight	2/3 1/2
Bank Bill, at 1110 days sight	2/3 1/2
Bank Bill, at 1140 days sight	2/3 1/2
Bank Bill, at 1170 days sight	2/3 1/2
Bank Bill, at 1200 days sight	2/3 1/2
Bank Bill, at 1230 days sight	2/3 1/2
Bank Bill, at 1260 days sight	2/3 1/2
Bank Bill, at 1290 days sight	2/3 1/2
Bank Bill, at 1320 days sight	2/3 1/2
Bank Bill, at 1350 days sight	2/3 1/2
Bank Bill, at 1380 days sight	2/3 1/2
Bank Bill, at 1410 days sight	2/3 1/2
Bank Bill, at 1440 days sight	2/3 1/2
Bank Bill, at 1470 days sight	2/3 1/2
Bank Bill, at 1500 days sight	2/3 1/2
Bank Bill, at 1530 days sight	2/3 1/2
Bank Bill, at 1560 days sight	2/3 1/2
Bank Bill, at 1590 days sight	2/3 1/2
Bank Bill, at 1620 days sight	2/3 1/2
Bank Bill, at 1650 days sight	2/3 1/2
Bank Bill, at 1680 days sight	2/3 1/2
Bank Bill, at 1710 days sight	2/3 1/2
Bank Bill, at 1740 days sight	2/3 1/2
Bank Bill, at 1770 days sight	2/3 1/2
Bank Bill, at 1800 days sight	2/3 1/2
Bank Bill, at 1830 days sight	2/3 1/2
Bank Bill, at 1860 days sight	2/3 1/2
Bank Bill, at 1890 days sight	2/3 1/2
Bank Bill, at 1920 days sight	2/3 1/2
Bank Bill, at 1950 days sight	2/3 1/2
Bank Bill, at 1980 days sight	2/3 1/2
Bank Bill, at 2010 days sight	2/3 1/2
Bank Bill, at 2040 days sight	2/3 1/2
Bank Bill, at 2070 days sight	2/3 1/2
Bank Bill, at 2100 days sight	2/3 1/2
Bank Bill, at 2130 days sight	2/3 1/2
Bank Bill, at 2160 days sight	2/3 1/2
Bank Bill, at 2190 days sight	2/3 1/2
Bank Bill, at 2220 days sight	2/3 1/2
Bank Bill, at 2250 days sight	2/3 1/2
Bank Bill, at 2280 days sight	2/3 1/2
Bank Bill, at 2310 days sight	2/3 1/2
Bank Bill, at 2340 days sight	2/3 1/2
Bank Bill, at 2370 days sight	2/3 1/2
Bank Bill, at 2400 days sight	2/3 1/2
Bank Bill, at 2430 days sight	2/3 1/2
Bank Bill, at 2460 days sight	2/3 1/2
Bank Bill, at 2490 days sight	2/3 1/2
Bank Bill, at 2520 days sight	2/3 1/2
Bank Bill, at 2550 days sight	2/3 1/2
Bank Bill, at 2580 days sight	2/3 1/2
Bank Bill, at 2610 days sight	2/3 1/2
Bank Bill, at 2640 days sight	2/3 1/2
Bank Bill, at 2670 days sight	2/3 1/2
Bank Bill, at 2700 days sight	2/3 1/2
Bank Bill, at 2730 days sight	2/3 1/2
Bank Bill, at 2760 days sight	2/3 1/2
Bank Bill, at 2790 days sight	2/3 1/2
Bank Bill, at 2820 days sight	2/3 1/2
Bank Bill, at 2850 days sight	2/3 1/2
Bank Bill, at 2880 days sight	2/3 1/2
Bank Bill, at 2910 days sight	2/3 1/2
Bank Bill, at 2940 days sight	2/3 1/2
Bank Bill, at 2970 days sight	2/3 1/2
Bank Bill, at 3000 days sight	2/3 1/2
Bank Bill, at 3030 days sight	2/3 1/2
Bank Bill, at 3060 days sight	2/3 1/2
Bank Bill, at 3090 days sight	2/3 1/2
Bank Bill, at 3120 days sight	2/3 1/2
Bank Bill, at 3150 days sight	2/3 1/2
Bank Bill, at 3180 days sight	2/3 1/2
Bank Bill, at 3210 days sight	2/3 1/2
Bank Bill, at 3240 days sight	2/3 1/2
Bank Bill, at 3270 days sight	2/3 1/2
Bank Bill, at 3300 days sight	2/3 1/2
Bank Bill, at 3330 days sight	2/3 1/2
Bank Bill, at 3360 days sight	2/3 1/2
Bank Bill, at 3390 days sight	2/3 1/2
Bank Bill, at 3420 days sight	2/3 1/2
Bank Bill, at 3450 days sight	2/3 1/2
Bank Bill, at 3480 days sight	2/3 1/2
Bank Bill, at 3510 days sight	2/3 1/2
Bank Bill, at 3540 days sight	2/3 1/2
Bank Bill, at 3570 days sight	2/3 1/2
Bank Bill, at 3600 days sight	2/3 1/2
Bank Bill, at 3630 days sight	2/3 1/2
Bank Bill, at 3660 days sight	2/3 1/2
Bank Bill, at 3690 days sight	2/3 1/2
Bank Bill, at 3720 days sight	2/3 1/2
Bank Bill, at 3750 days sight	2/3 1/2
Bank Bill, at 3780 days sight	2/3 1/2
Bank Bill, at 3810 days sight	2/3 1/2
Bank Bill, at 3840 days sight	2/3 1/2
Bank Bill, at 3870 days sight	2/3 1/2
Bank Bill, at 3900 days sight	2/3 1/2
Bank Bill, at 3930 days sight	2/3 1/2
Bank Bill, at 3960 days sight	2/3 1/2
Bank Bill, at 3990 days sight	2/3 1/2
Bank Bill, at 4020 days sight	2/3 1/2
Bank Bill, at 4050 days sight	2/3 1/2
Bank Bill, at 4080 days sight	2/3 1/2
Bank Bill, at 4110 days sight	2/3 1/2
Bank Bill, at 4140 days sight	2/3 1/2
Bank Bill, at 4170 days sight	2/3 1/2
Bank Bill, at 4200 days sight	2/3 1/2
Bank Bill, at 4230 days sight	2/3 1/2
Bank Bill, at 4260 days sight	2/3 1/2
Bank Bill, at 4290 days sight	2/3 1/2
Bank Bill, at 4320 days sight	2/3 1/2
Bank Bill, at 4350 days sight	2/3 1/2
Bank Bill, at 4380 days sight	2/3 1/2
Bank Bill, at 4410 days sight	2/3 1/2
Bank Bill, at 4440 days sight	2/3 1/2
Bank Bill, at 4470 days sight	2/3 1/2
Bank Bill, at 4500 days sight	2/3 1/2
Bank Bill, at 4530 days sight	2/3 1/2
Bank Bill, at 4560 days sight	2/3 1/2
Bank Bill, at 4590 days sight	2/3 1/2
Bank Bill, at 4620 days sight	2/3 1/2
Bank Bill, at 4650 days sight	2/3 1/2
Bank Bill, at 4680 days sight	2/3 1/2
Bank Bill, at 4710 days sight	2/3 1/2
Bank Bill, at 4740 days sight	2/3 1/2
Bank Bill, at 4770 days sight	2/3 1/2
Bank Bill, at 4800 days sight	2/3 1/2
Bank Bill, at 4830 days sight	2/3 1/2
Bank Bill, at 4860 days sight	2/3 1/2
Bank Bill, at 4890 days sight	2/3 1/2
Bank Bill, at 4920 days sight	2/3 1/2
Bank Bill, at 4950 days sight	2/3 1/2
Bank Bill, at 4980 days sight	2/3 1/2
Bank Bill, at 5010 days sight	2/3 1/2
Bank Bill, at 5040 days sight	2/3 1/2
Bank Bill, at 5070 days sight	2/3 1/2
Bank Bill, at 5100 days sight	2/3 1/2
Bank Bill, at 5130 days sight	2/3 1/2
Bank Bill, at 5160 days sight	2/3 1/2
Bank Bill, at 5190 days sight	2/3 1/2
Bank Bill, at 5220 days sight	2/3 1/2
Bank Bill, at 5250 days sight	2/3 1/2
Bank Bill, at 5280 days sight	2/3 1/2
Bank Bill, at 5310 days sight	2/3 1/2
Bank Bill, at 5340 days sight	2/3 1/2
Bank Bill, at 5370 days sight	2/3 1/2
Bank Bill, at 5400 days sight	2/3 1/2
Bank Bill, at 5430 days sight	2/3 1/2
Bank Bill, at 5460 days sight	2/3 1/2
Bank Bill, at 5490 days sight	2/3 1/2
Bank Bill, at 5520 days sight	2/3 1/2
Bank Bill, at 5550 days sight	2/3 1/2
Bank Bill, at 5580 days sight	2/3 1/2
Bank Bill, at 5610 days sight	2/3 1/2
Bank Bill, at 5640 days sight	2/3 1/2
Bank Bill, at 5670 days sight	2/3 1/2
Bank Bill, at 5700 days sight	2/3 1/2
Bank Bill, at 5730 days sight	2/3 1/2
Bank Bill, at 5760 days sight	2/3 1/2
Bank Bill, at 5790 days sight	2/3 1/2
Bank Bill, at 5820 days sight	2/3 1/2
Bank Bill, at 5850 days sight	2/3 1/2
Bank Bill, at 5880 days sight	2/3 1/2
Bank Bill, at 5910 days sight	2/3 1/2
Bank Bill, at 5940 days sight	2/3 1/2
Bank Bill, at 5970 days sight	2/3 1/2
Bank Bill, at 6000 days sight	2/3 1/2
Bank Bill, at 6030 days sight	2/3 1/2
Bank Bill, at 6060 days sight	2/3 1/2
Bank Bill, at 6090 days sight	2/3 1/2
Bank Bill, at 6120 days sight	2/3 1/2
Bank Bill, at 6150 days sight	2/3 1/2
Bank Bill, at 6180 days sight	2/3 1/2
Bank Bill, at 6210 days sight	2/3 1/2
Bank Bill, at 6240 days sight	2/3 1/2
Bank Bill, at 6270 days sight	2/3 1/2
Bank Bill, at 6300 days sight	2/3 1/2
Bank Bill, at 6330 days sight	2/3 1/2
Bank Bill, at 6360 days sight	2/3 1/2
Bank Bill, at 6390 days sight	2/3 1/2
Bank Bill, at 6420 days sight	2/3 1/2
Bank Bill, at 6450 days sight	2/3 1/2
Bank Bill, at 6480 days sight	2/3 1/2
Bank Bill, at 6510 days sight	2/3 1/2
Bank Bill, at 6540 days sight	2/3 1/2
Bank Bill, at 6570 days sight	2/3 1/2
Bank Bill, at 6600 days sight	2/3 1/2
Bank Bill, at 6630 days sight	2/3 1/2
Bank Bill, at 6660 days sight	2/3 1/2
Bank Bill, at 6690 days sight	2/3 1/2
Bank Bill, at 6720 days sight	2/3 1/2
Bank Bill, at 6750 days sight	2/3 1/2
Bank Bill, at 6780 days sight	2/3 1/2
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Bank Bill, at 6870 days sight	2/3 1/2
Bank Bill, at 6900 days sight	2/3 1/2
Bank Bill, at 6930 days sight	2/3 1/2
Bank Bill, at 6960 days sight	2/3 1/2
Bank Bill, at 6990 days sight	2/3 1/2
Bank Bill, at 7020 days sight	2/3 1/2
Bank Bill, at 7050 days sight	2/3 1/2
Bank Bill, at 7080 days sight	2/3 1/2
Bank Bill, at 7110 days sight	2/3 1/2
Bank Bill, at 7140 days sight	2/3 1/2
Bank Bill, at 7170 days sight	2/3 1/2
Bank Bill, at 7200 days sight	2/3 1/2
Bank Bill, at 7230 days sight	2/3 1/2
Bank Bill, at 7260 days sight	2/3 1/2
Bank Bill, at 7290 days sight	2/3 1/2
Bank Bill, at 7320 days sight	2/3 1/2
Bank Bill, at 7350 days sight	2/3 1/2
Bank Bill, at 7380 days sight	2/3 1/2
Bank Bill, at 7410 days sight	2/3 1/2
Bank Bill, at 7440 days sight	2/3 1/2
Bank Bill, at 7470 days sight	2/3 1/2
Bank Bill, at 7500 days sight	2/3 1/2
Bank Bill, at 7530 days sight	2/3 1/2
Bank Bill, at 7560 days sight	2/3 1/2
Bank Bill, at 7590 days sight	2/3 1/2
Bank Bill, at 7620 days sight	2/3 1/2
Bank Bill, at 7650 days sight	2/3 1/2
Bank Bill, at 7680 days sight	2/3 1/2
Bank Bill, at 7710 days sight	2/3 1/2
Bank Bill, at 7740 days sight	2/3 1/2
Bank Bill, at 7770 days sight	2/3 1/2
Bank Bill, at 7800 days sight	2/3 1/2
Bank Bill, at 7830 days sight	2/3 1/2
Bank Bill, at 7860 days sight	2/3 1/2
Bank Bill, at 7890 days sight	2/3 1/2
Bank Bill, at 7920 days sight	2/3 1/2
Bank Bill, at 7950 days sight	2/3 1/2
Bank Bill, at 7980 days sight	2/3 1/2
Bank Bill, at 8010 days sight	2/3 1/2
Bank Bill, at 8040 days sight	2/3 1/2
Bank Bill, at 8070 days sight	2/3 1/2
Bank Bill, at 8100 days sight	2/3 1/2
Bank Bill, at 8130 days sight	2/3 1/2
Bank Bill, at 8160 days sight	2/3 1/2
Bank Bill, at 8190 days sight	2/3 1/2
Bank Bill, at 8220 days sight	2/3 1/2
Bank Bill, at 8250 days sight	2/3 1/2
Bank Bill, at 8280 days sight	2/3 1/2
Bank Bill, at 8310 days sight	2/3 1/2
Bank Bill, at 8340 days sight	2/3 1/2
Bank Bill, at 8370 days sight	2/3 1/2
Bank Bill, at 8400 days sight	2/3 1/2
Bank Bill, at 8430 days sight	2/3 1/2
Bank Bill, at 8460 days sight	2/3 1/2
Bank Bill, at 8490 days sight	2/3 1/2
Bank Bill, at 8520 days sight	2/3 1/2
Bank Bill, at 8550 days sight	2/3 1/2
Bank Bill, at 8580 days sight	2/3 1/2
Bank Bill, at 8610 days sight	2/3 1/2
Bank Bill, at 8640 days sight	2/3 1/2
Bank Bill, at 8670 days sight	2/3 1/2
Bank Bill, at 8700 days sight	2/3 1/2
Bank Bill, at 8730 days sight	2/3 1/2
Bank Bill, at 8760 days sight	2/3 1/2
Bank Bill, at 8790 days sight	2/3 1/2
Bank Bill, at 8820 days sight	2/3 1/2
Bank Bill, at 8850 days sight	2/3 1/2
Bank Bill, at 8880 days sight	2/3 1/2
Bank Bill, at 8910 days sight	2/3 1/2
Bank Bill, at 8940 days sight	2/3 1/2
Bank Bill, at 8970 days sight	2/3 1/2
Bank Bill, at 9000 days sight	2/3 1/2
Bank Bill, at 9030 days sight	2/3 1/2
Bank Bill, at 9060 days sight	2/3 1/2
Bank Bill, at 9090 days sight	2/3 1/2
Bank Bill, at 9120 days sight	2/3 1/2
Bank Bill, at 9150 days sight	2/3 1/2
Bank Bill, at 9180 days sight	2/3 1/2
Bank Bill, at 9210 days sight	2/3 1/2
Bank Bill, at 9240 days sight	2/3 1/2
Bank Bill, at 9270 days sight	2/3 1/2
Bank Bill, at 9300 days sight	2/3 1/2
Bank Bill, at 9330 days sight	2/3 1/2
Bank Bill, at 9360 days sight	2/3 1/2
Bank Bill, at 9390 days sight	2/3 1/2
Bank Bill, at 9420 days sight	2/3 1/2
Bank Bill, at 9450 days sight	2/3 1/2
Bank Bill, at 9480 days sight	2/3 1/2
Bank Bill, at 9510 days sight	2/3 1/2
Bank Bill, at 9540 days sight	2/3 1/2
Bank Bill, at 9570 days sight	2/3 1/2
Bank Bill, at 9600 days sight	2/3 1/2
Bank Bill, at 9630 days sight	2/3 1/2
Bank Bill, at 9660 days sight	2/3 1/2
Bank Bill, at 9690 days sight	2/3 1/2
Bank Bill, at 9720 days sight	2/3 1/2
Bank Bill, at 9750 days sight	2/3 1/2
Bank Bill, at 9780 days sight	2/3 1/2
Bank Bill, at 9810 days sight	2/3 1/2
Bank Bill, at 9840 days sight	2/3 1/2
Bank Bill, at 9870 days sight	2/3 1/2
Bank Bill, at 9900 days sight	2/3 1/2
Bank Bill, at 9930 days sight	2/3 1/2
Bank Bill, at 9960 days sight	2/3 1/2
Bank Bill, at 9990 days sight	2/3 1/2
Bank Bill, at 10020 days sight	2/3 1/2
Bank Bill, at 10050 days sight	2/3 1/2
Bank Bill, at 10080 days sight	2/3 1/2
Bank Bill, at 10110 days sight	2/3 1/2
Bank Bill, at 10140 days sight	2/3 1/2
Bank Bill, at 10170 days sight	2/3 1/2
Bank Bill, at 10200 days sight	2/3 1/2
Bank Bill, at 10230 days sight	2/3 1/2
Bank Bill, at 10260 days sight	2/3 1/2
Bank Bill, at 10290 days sight	2/3 1/2
Bank Bill, at 10320 days sight	2/3 1/2
Bank Bill, at 10350 days sight	2/3 1/2
Bank Bill, at 10380 days sight	2/3 1/2
Bank Bill, at 10410 days sight	2/3 1/2
Bank Bill, at 10440 days sight	2/3 1/2
Bank Bill, at 10470 days sight	2/3 1/2
Bank Bill, at 10500 days sight	2/3 1/2
Bank Bill, at 10530 days sight	2/3 1/2
Bank Bill, at 10560 days sight	2/3 1/2
Bank Bill, at 10590 days sight	2/3 1/2
Bank Bill, at 10620 days sight	2/3 1/2
Bank Bill, at 10650 days sight	2/3 1/2
Bank Bill, at 10680 days sight	2/3 1/2
Bank Bill, at 10710 days sight	2/3 1/2
Bank Bill, at 10740 days sight	2/3 1/2
Bank Bill, at 10770 days sight	2/3 1/2
Bank Bill, at 10800 days sight	2/3 1/2
Bank Bill, at 10830 days sight	2/3 1/2
Bank Bill, at 10860 days sight	2/3 1/2
Bank Bill, at 10890 days sight	2/3 1/2
Bank Bill, at 10920 days sight	2/3 1/2
Bank Bill, at 10950 days sight	2/3 1/2
Bank Bill, at 10980 days sight	2/3 1/2
Bank Bill, at 11010 days sight	2/3 1/2
Bank Bill, at 11040 days sight	2/3 1/2
Bank Bill, at 11070 days sight	2/3 1/2
Bank Bill, at 11100 days sight	2/3 1/2
Bank Bill, at 11130 days sight	2/3 1/2
Bank Bill, at 11160 days sight	2/3 1/2
Bank Bill, at 11190 days sight	2/3 1/2
Bank Bill, at 11220 days sight	2/3 1/2
Bank Bill, at 11250 days sight	2/3 1/2
Bank Bill, at 11280 days sight	2/3 1/2
Bank Bill, at 11310 days sight	2/3 1/2
Bank Bill, at 11340 days sight	2/3 1/2
Bank Bill, at 11370 days sight	2/3 1/2
Bank Bill, at 11400 days sight	2/3 1/2
Bank Bill, at 11430 days sight	2/3 1/2
Bank Bill, at 11460 days sight	2/3 1/2
Bank Bill, at 11490 days sight	2/3 1/2
Bank Bill, at 11520 days sight	2